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Semi-Weekly Telegraph
and The News

ST. JOHN, N. B., MARCH 29, 1916.

WAR COMMENT.

When Germany entered upon the present war the German people were told that the Allies would have to pay the cost. Tremendous indemnities were to be levied on various rich countries by a victorious Germany. We do not hear much about such indemnities in these days. The change of tone in Berlin of late has been highly significant. The secretary of the German Imperial treasury, in introducing new taxes a few days ago, was reminded by some of his critics of an announcement he made last August in which he said there were to be no new taxes. Now he announces the fourth German war loan and a scheme for very heavy taxation to accompany it.

When he discussed the war in August last the German mark was quoted at 81 and the pound sterling at 4.64. The pound subsequently went down to 4.30. At the present time the pound is quoted at about 4.76, but the mark recently established a new low level of 71.7-8.

The difference in the military situation now as compared with last summer explains the fall of the mark. In August last the German armies held the western front solidly and were striking with great success on the eastern and southern fronts. The German people were receiving "assurance" in those days that the Allies would soon be asking for peace. At that time the German financial secretary was talking about staggering indemnities which his country would collect from the Allies. "Those who provoked the war, and not we, deserve to drag through the centuries to come the leaden weight of these milliards," he said. That was last August. Now the imperial financial secretary says nothing of indemnities, introduces fresh and heavy taxes, and warns the German people sternly of the necessity for economy and complete resignation to the burden.

The German scheme of finance, by which the interest on one loan is paid by a fresh loan, by which domestic money and credit are commandeered, might have served Germany in a short way able to win decisively in a short way so decisively as to compel the Allies to buy life and liberty at a tremendous price. But the hope of victory, even the hope that the war might be short, was soon dissipated. With the prospects as they are now, German finance appears crazy enough. What will they look like six months hence?

"German strength is on the ebb," says the Boston Transcript, "while that of the Allies is rising toward full tide. Russia once again is becoming a great menace not only to the Teuton, but to the Turk. Decided advance by Russia into Hungary is likely to bring in Romania. If Bulgaria moves against Salonika the Allied expedition at Salonika, perhaps accompanied by the Greeks, will move against Bulgaria. The Turks would appear to be more likely to try to stay the Russian advance in Asia Minor than to go to the aid of the Bulgars. In this situation the Allies will hardly propose peace. In fact, it is difficult to see at this distance how the Allies can stop short of the complete humiliation of Germany. It would be a senseless waste of lives and treasure if any compromise were accepted. Such a course would only mean a continued piling up of armaments and another war worse than this one later on."

THE MEN WHO ARE DOING OUR FIGHTING.

The quality of the men who are doing our fighting for us is proclaimed by every day's record at the front. When as happens too infrequently, we hear of individual exploits, the outstanding feature is often self-sacrifice, a readiness to serve or to save others, even though the cost be life.

A case in point is that of Private W. B. Harris, 25th Canadian Infantry Battalion, who recently won the D. C. M. The official account of his exploit is this:

"For gallant conduct. Private Harris was throwing a bomb when the shell exploded, and he was severely wounded through his self-sacrificing act."

The London Times remarks that Harris' deed closely resembles that for

which Second Lieutenant A. V. Smith, 18th East Lancashire Regiment, was awarded a posthumous V. C. The official story of Lieutenant Smith's heroism is here given:

"For most conspicuous bravery. He was in the act of throwing a grenade, when it slipped from his hand and fell to the bottom of the trench, close to several of our officers and men. He immediately shouted out a warning, and himself jumped clear and into safety; but, seeing that the officers and men were unable to get into cover, and knowing well that the grenade was due to explode, he returned without any hesitation and flung himself down on it. He was instantly killed by the explosion. His magnificent act of self-sacrifice undoubtedly saved many lives."

There have been many such cases—hundreds—in which men of all ranks have instantly risked death or grave injury to save others.

In the air, under the sea, on ships, in the trenches, facing poisonous gas, in the heat of Africa, in the frost of the French mountains, in the icy mud of Flanders, against liquid fire or under a hail of death from the clouds, the courage of our men has been constant and wonderful. So it has been with our Allies.

One young man who is not yet in uniform should be eager for the chance to go overseas. Those who are fit and free must feel the call. Their time on earth will bring them no other opportunity like this. The heroism of the men who are doing our fighting for us, shames their friends at home who are free and able to go but who are still hesitating.

In Britain they found 3,000,000 volunteers. Then they took the young single men by conscription. Then the young married men. Why should those men who are ready to play fair, to meet the obligation of honor, they will meet the recruiting officer half way.

ON THE FIELD OF HONOR.

News of the death of Major W. H. Belyea of the 26th Battalion in action is a shock to a very large circle of people who knew this sterling officer and his worth. When our regiments are on the firing line it is a sad fact that our people must accustom themselves to the thought that casualties are probable, but when the dead event happens the blow is indeed heavy. All the consolation that can come from the knowledge that the soldier met death while he discharged his duty bravely and with distinction is present in this case. The hearty sympathy of the people of our province will go to the widow and other relatives.

Major Belyea was a quiet soldier of whose activities at the front little was heard. He studiously avoided public mention. He had seen much service during the last few months, and his advance to second in command of the 26th was due entirely to his fine qualities as an officer. Without hesitation he gave up his life for the Empire and for freedom like the brave man he was.

MORE OF THE RECORD.

Have the people of New Brunswick ever given thought to the juggling which has taken place in connection with the Valley Railway ever during the last two years? The record itself proves how grossly the people of New Brunswick have been deceived, again and again, and how their interests are imperiled by the latest developments. Let us examine a part of the record.

On December 16 last the St. John and Quebec Railway Company called for tenders for the construction of the uncompleted sections of the Valley Railway. That constituted an official declaration that the road was to be built by the eastern route and that immediate construction was proposed.

But while this action was taken last December, it is now discovered that the eastern route was abandoned long before this call for tenders was issued, on the ground that the Monsarrat report showed that it was impracticable to bridge the St. John River at or near the Mistake. As the Monsarrat report is accepted by the local and the Dominion government as final, and as Mr. Monsarrat's work was done prior to June, 1914, it will strike the people of New Brunswick as an odd circumstance that a call for tenders, without any announcement or authority for or mention of a proposed change of route, was issued on December 16, 1914.

A committee of the Board of Trade met in conference with Hon. Mr. Hazen and Hon. Mr. Baxter in July of last year at which these ministers intimated that the west side route might be adopted—but they requested that the Board of Trade men keep the matter secret.

A few weeks later, in November, 1915, members of the Board of Trade secured from Premier Clarke the information that Mr. Maxwell, the provincial engineer in charge of the Valley Railway, had made a preliminary report to the effect that a bridge crossing at or near the Mistake at a reasonable cost was feasible.

As has been said, Mr. Monsarrat's report was in the government's hands in June, 1914, yet in May, 1915, the St. John Board of Trade was told by Premier Clarke that the Valley Railway would be built according to the original route, that is by the eastern route, and that contracts were soon to be entered into to complete the line from Gagetown to Brantford and from Centerville to Andover. A little later the Board of Trade passed resolutions urging the early completion of the Valley road by the original route, and asking both governments to see that St. John was given early and direct connection with the Transcontinental. The passage of this resolution was seized upon by government newspapers as an excuse to denounce certain members of the Board of Trade. The government journals accused members of the Board of playing

politics, and asserted that the Valley Railway would be finished at an early date, and that the route laid down in the contract would be adhered to.

The dates given, and the order of the events related, make up a curious record. Let this be noted. It was in July, 1915, that Hon. Mr. Hazen and Hon. Mr. Baxter had a conference with members of the Board of Trade, at which they intimated that the western route might be adopted on account of the war and the difficulty of raising money. The other day when it was announced in the House of Commons that the eastern route had been abandoned, nothing was said about the war or the difficulty of raising money; the cause given was the impossibility of crossing the river at or near the Mistake.

But note this: It was in July, as has been said, when Hon. Messrs. Hazen and Baxter gave the Board of Trade men some information and requested them to keep it dark. Why that request was made, or why it was complied with, is a mystery, but about a month later, in August, 1915, it was learned that members of the Board of Trade had had an interview with Mr. Gutelius in which he advocated the western route to Westfield, and spoke of a connection with the Transcontinental by way of McGivney Junction.

It is easy to infer from this that Hon. Messrs. Hazen and Baxter had decided to drop the eastern route many months before the call for tenders last December. That call for tenders, of course, was made under the existing legislation, which demanded construction to Brantford and thence to Courtenay Bay. Why was that call for tenders issued?

When the present Legislature issued bonds for \$25,000 a mile, and again for \$10,000 a mile, the understanding of the public, and the act passed by the Legislature, both called for a line from Grand Falls to St. John by the eastern route. Having committed the province to this heavy bond issue for that route, the government has now no mandate to cut off the line at Centerville, to drop the eastern route, to carry the line to Westfield and leave it there without an independent connection with St. John or with the Transcontinental.

Moreover, when the section from Fredericton to St. John was under consideration, it was specified that there must be no grade on this section exceeding four-tenths of one per cent. That is the Transcontinental grade. The reason why this additional expense in construction was undertaken was the clear understanding that the Valley Railway and the Transcontinental grade all the way to Courtenay Bay. The new proposals violate in many ways the pledges given to the Legislature and to the country when the bonds were guaranteed and the legislation passed.

The effect of the present scheme, so far as it is yet understood by the public, would be to degrade the entire enterprise, to handicap the road very heavily, and to do grave injustice to every interest which was to be served or protected by the construction of the railway on proper lines.

WAKING UP.

The people of Clifton have followed the example of the people of Gagetown in holding a public meeting in connection with the Valley railway, and The Telegraph is publishing to-day the resolutions adopted.

So many pledges have been made and broken in connection with this railway that people throughout the Valley who have been promised adequate transportation facilities feel justified in regarding all new pledges from the present local and Dominion administrations with suspicion. The people, whose credit has been mortgaged for many millions to build a railway from Grand Falls to St. John do not to-day know what has been done with their money, how much is still available for construction, what became of the balance, or what will be the standing of the enterprise one year or two years hence.

Ever since 1908, Hon. Mr. Flemming, Hon. Mr. Clarke, Hon. Mr. Baxter, Hon. Mr. Murray, and other ministers, and their followers in the Legislature, have given the most specific promises to the great body of the river counties for early construction by the original route. The opposition, early in the history of the enterprise, sought to have construction begun on several sections at the same time, in order to ensure the building of the whole line. The present government refuses to accept these suggestions. Their management of the project has been marked by continual trouble and scandal. The Dugal investigation exposed some of the evils in connection with the Valley railway, but by no means all. That investigation indicated much more than was disclosed, and if Mr. Gould had told all that he knew the country doubtless would have had more light on the campaign fund of 1912.

The government has dangled various rewards before every community interested, but finally it is still talking about changing the route of a railway which was to have been completed last autumn at latest. The Dominion government is to be released from its obligation to build the heavy bridges, and the railroad is to be cut off at Centerville and at Westfield. This means that the province is to have little chance to secure sufficient earnings from the road to pay interest on the bonds, and that the utility of the road for Transcontinental traffic is to be discarded.

Probably people generally do not yet believe that the local government will have effrontery enough to propose that the province shall finance the Vanebo line. That remains to be seen. To propose the Canada Eastern in place of a flat-grade connection with the Transcontinental is to propose side-tracking the port of St. John and depriving the

Valley railway of the earnings powers which it would have if the original plans were followed.

Government newspapers are assuring the public that construction above Centerville and below Westfield, is merely "postponed." The value of such assurances must be measured by the manner in which the present government has broken faith with the public, year after year, from the inception of the enterprise.

WHAT MR. HAZEN SAID.

Hon. J. D. Hazen, Minister of Marine and Fisheries, gave one of the strongest pledges on record to the effect that the Valley Railway would be "built from Grand Falls to St. John." In the session of 1912, he said in the House of Commons, speaking of the Valley Railway:

"Now, coming to the really important question involved in this, as to the road going to Grand Falls, I am as certain as I am standing here that this road is going to Grand Falls, and I do not believe there is a particle of doubt in the mind of the government of New Brunswick but that the road is going to Grand Falls. The subsidy voted for a road to Grand Falls, and the government is authorized to build the road from Grand Falls to the city of St. John, and the contract entered into in specific terms sets out that such will be the fact. The Minister of Railways arranged the terms of the contract with the representatives of the government of New Brunswick and the company, and my honorable friend the Minister will have no hesitation in saying that the road is going to be operated and built from Grand Falls to the city of St. John, and neither the New Brunswick government nor this government could tolerate for a moment a condition of affairs under which the road would be built to Andover and suddenly stop there without having the advantage of a connection with the Transcontinental at some point in the county of Victoria at or near the village of Grand Falls."

Mr. Carvell, in the debate of last Monday on the Valley Railway, read this pledge by Mr. Hazen, in order to show how great is the betrayal of this province which is now proposed. The evidence shows beyond question how grave is the breach of faith proposed, on the part of both governments.

WHO IS TO PAY?

(From Hansard, March 20.)

Mr. Carvell: Who is to pay the expense of building the road from a point north of Fredericton to Vanebo? Hon. Mr. Rogers: I suppose the Valley Railway will assume the responsibility of building the road from Meductic to some point on the national boundary.

Mr. Pugsley: My honorable friend has not been very definite as to two propositions. One is, as to the connection between Fredericton and Vanebo, or some other point on the international boundary. As I understand it, Mr. Gutelius recommends that that branch be built by the St. John & Quebec Railway under the general law, under which provision would be made for the government of New Brunswick to guarantee the bonds of the road. That would mean an addition to the indebtedness of the province of New Brunswick of the cost of this connection with the New England system. That is the proposition of Mr. Gutelius?

Mr. Rogers: That is the proposition. Mr. Rogers had already said that while the government of New Brunswick had assumed definitely with respect to the extension of the road from Gagetown to Westfield, they had not answered definitely with respect to the Vanebo branch. As to this Dr. Pugsley said:

"I do not wonder that the government of New Brunswick has not signified to this government its acceptance of such a proposition. I do not hesitate to say that such a proposition (New Brunswick to issue bonds for the Vanebo line) would be resisted most strenuously by the vast majority of the people of New Brunswick, because they feel that they have already on their shoulders a sufficiently heavy burden in connection with the Valley Railway without undertaking a further obligation of two or three millions for the purpose of getting another, and to my mind, utterly useless connection with the New England system."

It turns out that the Dominion government is not carrying out the agreement whereby it was to pay the province forty per cent. of the gross earnings of the Valley railway. Also, the government has evidently not yet signed the lease of the Valley line. Hon. Mr. Rogers, in the House of Commons on March 20 that no part of the earnings had been paid over to the Valley railway as yet, as "it is a matter of adjustment between the railway department and the province."

Mr. Carvell asked if the Federal government had refused to carry out the forty and sixty per cent. arrangement. Hon. Mr. Rogers said that the government had not actually refused but that the Minister of Railways "was anxious to have a readjustment."

Apparently this means that there will be no lease and no payment of forty per cent. of the gross earnings until the province agrees to build the Vanebo line, which Mr. Gutelius desires. The only hope that the province had of being paid to pay interest on the bonds lay in the agreement to build the line all the way from Grand Falls to St. John, and to give it a large amount of Transcontinental business. This matter of the bond interest interests New Brunswick, not in the St. John valley alone but in every county of the province, for if the province's share in the Valley railway earnings is not sufficient to pay the interest on the bonds, the burden will fall on the whole people of the province. Yet it now appears that the Dominion government, pending a further "readjustment," is not paying over

anything at all, and that the lease is in suspense.

A further point of great interest at this time is to be found in the nature of the agreement which Hon. Messrs. Murray and Baxter made with the acting Minister of Railways, and which involves the Vanebo connection.

On February 28 Mr. Gutelius wrote to the acting Minister of Railways proposing an entire change of plan with respect to the Valley railway enterprise. In that letter he recommended the construction of a branch line "under the St. John & Quebec railway charter, to connect it (the Valley railway) with the main Central railway by the most feasible route."

The acting Minister of Railways, on March 1, wrote to Premier Clarke saying that he had discussed all of these matters with Hon. Messrs. Murray and Baxter, had gone thoroughly into everything with them, and explained the whole proposal fully, and was now sending Hon. Mr. Clarke the correspondence, and asking him for the conclusion of his government. Hon. Mr. Reid said in this letter:

"Of course, you can understand that if it is agreed that the proposed rearrangement is acceptable to both parties, then the proposed construction of the bridges across the Kennebec and St. John rivers is abandoned, and you will at once proceed with the new route and have it reach Westfield at the earliest possible moment."

"It does strike me that if this rearrangement is carried out, and if the city of St. John by this means secures two routes through Maine to the New England States, it is of very great importance to the people of your province."

Soon as you are able to consider this matter and let me have your decision I will then submit the entire question to the Dominion government, and if it is approved will be glad to submit to the House any legislation that may be necessary for the purpose of giving effect to the conclusions arrived at."

Hon. Mr. Clarke was ill, but Acting Premier Murray, in a telegram to Mr. Reid on March 7, said:

"Government in session last night approved your proposition regarding St. John & Quebec railway contained in your letter of March 1 addressed to Premier Clarke. Am confirming by letter."

On the same day Hon. Mr. Murray wrote Hon. Mr. Reid advising him that on the previous evening the government of New Brunswick "considered very fully and approved of the proposition regarding the St. John & Quebec railway contained in your letter under date of March 1 instant."

"Now," said Hon. Mr. Rogers when he read this correspondence, "we have there the 'proposals' as originally made and accepted by the government of New Brunswick." It will be noted that the proposal which Hon. Mr. Reid submitted clearly included the Vanebo branch as well as the line to Westfield, and the government of New Brunswick approved of the scheme in toto. That is what the record shows, although later on in the debate Hon. Mr. Rogers begged someone, and said he did not know whether the New Brunswick government had or had not agreed to build the Vanebo line. The language of Hon. Mr. Reid and Hon. Mr. Murray, however, is sufficiently conclusive.

There was no doubt about the possibility of bridging the St. John river at or near the Mistake on December 16 last when the company issued a call for tenders. At little later, after the letters from Mr. Gutelius and the conference of Hon. Messrs. Murray and Baxter with Mr. Reid at Ottawa, the crossing of the St. John river by the eastern route became suddenly impossible.

One pledge after another has been broken in connection with this enterprise ever since 1909. The men who gave the former pledges are the men who are giving the new ones. Who is prepared to trust them after seven years of betrayal?

FALLING INTO LINE.

Nova Scotia, which was dry with the exception of the city of Halifax, has now made prohibition apply to Halifax also, although the three representatives of that city in the Legislature voted against the measure.

The Ontario government, rather than take a vote on prohibition, has decided to abolish the bar until after the war, promising to submit the temperance question to the electors after Canada's return from the front. The Ontario government was convinced that prohibition would carry by an overwhelming vote of the Legislature, and that the only British dominion which does not employ its own sons in its high commissioner's office.

One more interesting question has been placed on the order paper by J. G. Turfitt. He wants an opinion from the justice department as to whether the women who are now on the voters lists in Manitoba under the new suffrage act, will also be entitled to vote for members of the house of commons.

Also as the federal lists serve the provinces, and there are some doubt as to whether the women on the new provincial lists will not automatically gain also the federal franchise.

NOTE AND COMMENT.

Toronto has enlisted 9,488 soldiers since New Year's day, and expects to do better as April brings warmer weather.

"We are constrained to feel that the government are merely putting this forward to deceive the people."—Gagetown Board of Trade on the new Valley railway policy.

"With the entry of Portugal into the war on the side of the Allies the campaign against German East Africa may be shortened," says the London Times. "The German colony is now surrounded by forces of the Allies. From the north it is threatened by British forces from East Africa and Uganda, from the south by the Portuguese, and from the east by the British."

last message from the South African general is that Tervet, in the Kliffman district, has been retaken. On the west the Belgians watch 500 miles of border, and are adding the British in the Tanganyika Lake fighting. The line of land blockade is then taken up by our troops in Rhodesia and Nyasaland. Eastward beyond the lake is the Portuguese-German boundary.

PREMIER BORDEN SNAPS PARTY WHIP ON PROHIBITION

Query as to Purposes to Which "Spirits" Purchased for Militia Department Were Put—Convicts Given Chance to Serve With Colors Only in Exceptional Cases.

Ottawa, March 24.—Dominion-wide prohibitory proposals have been assigned, so far as the government is concerned, to the legislative scrap heap. Premier Borden made this clear this afternoon when he spoke at length on the subject of the liquor traffic.

The premier's motion calling for a three-year total prohibition of the sale, manufacture and importation of all intoxicating liquors for beverage purposes. When the house assembled, Sir Robert Borden submitted a resolution providing that from the present time the end of the session government business should have precedence over all other public and private motions and legislation.

Sir Wilfrid Laurier argued that there were several important resolutions still standing in the name of private members upon which parliament should have the opportunity of expressing itself. The Liberal leader thought that the government should give the house the chance to deal with at least some of these before monopolizing the order paper.

"The motion which stands in the name of the honorable member for Vancouver (Mr. Stevens) and which I have the honor of seconding," put in Hon. Charles Maclellan, "is a matter of great public importance at this time. The public is entitled to the sense of the house on this question."

Premier Borden replied that two opportunities had been accorded for the discussion of the question, on the submission of the Stevens-Maclellan resolution and upon that of J. J. Hughes, Kings (P. E. I.). He supposed that further discussion would take place upon the bill presented by Hon. Mr. Doherty.

Premier's Short Reply.

Hon. Mr. Maclellan understood that an undertaking had been given for a renewal of the consideration of the resolution, and that he was entitled to a further opportunity to express his views. "If the honorable member for Vancouver," replied the premier somewhat sharply, "he can have his way if he thinks anything is to be gained by further consideration of a resolution not consistent with the government bill already brought down." Sir Robert could see "nothing to be gained" by further consideration of the resolution, and he thought the resolution was entitled to consideration upon its own merits. It was distinct and separate from the bill of the minister of justice.

The public desired an expression of the house upon it. Sir Wilfrid Laurier—Hear, hear. But the premier did not reply further on this point.

Prohibition in Militia Department.

Some interesting news for the government have been placed on the order paper by the commons by Mr. Proulx of Prescott. He wants to know if in view of the well-known temperance attitude of the minister of militia there is any explanation for an item which appears in the auditor-general's report under militia expenditure for 870 gallons proof spirits. Also he wants to know if Mr. DeWitt Foster, ex-M. P. for Kings, who resigned his seat on compulsion because of the Nova Scotia horse deal scandals, had received any money or receiving pay from any branch of the government or from the munitions commission. Mr. Foster has been around the corridors of parliament ever since the house opened. Dr. Philpott wants to know if W. F. Garland, ex-M. P. for Carleton, the other member of the house who resigned in compulsion, is still doing business with the government as is indicated by items appearing in the auditor-general's report totalling \$626 for sales made to the government by the Carleton Drug Company, of which Mr. Garland is the managing director. Finally, Mr. Proulx wants to know if there are any native born Canadians all connected with the Canadian commission's office in London, and if Canada is the only British dominion which does not employ its own sons in its high commissioner's office.

One more interesting question has been placed on the order paper by J. G. Turfitt. He wants an opinion from the justice department as to whether the women who are now on the voters lists in Manitoba under the new suffrage act, will also be entitled to vote for members of the house of commons.

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Private Members Given Legway.

After hearing the views of number of members, Sir Robert Borden decided not to press, at the moment, his motion to hold morning sessions of the commons on and after Monday next, and to give government business precedence on Mondays for the rest of the session.

Hon. Wm. Pugsley was opposed to the motion, and the opposition might come as late as the closing of the session, and thus interfering with the work of the committees of the house. He suggested that the house might assemble at 2 o'clock instead of 3 o'clock each afternoon, so that it seemed to be understood that parliament would prorogue before Easter.

The prime minister and leader of the opposition might confer as to the precise date, and the members might apply themselves diligently to business. Messrs. E. M. MacDonald, of Pictou, and A. MacLean, of Halifax, both objected that morning sessions would interfere with the sittings of the committees and favoring the conference of the leaders of the two parties. Sir Wilfrid Laurier urged that another Monday

be allowed for the consideration of private members' motions and Hon. Charles Maclellan observed that he had understood there would be further debate upon Mr. Stevens' motion calling for dominion-wide prohibition. Dr. Michael Clark, of Red Deer, favored the holding of morning sittings.

Sir Robert Borden said that all the government legislation for the session was before the house, with the possible exception of certain supplementary estimates and a bill respecting the department of agriculture. He thought that further discussion of the prohibition bill might take place upon the bill introduced by the minister of justice but was disposed to object to further consideration of the Stevens' resolution. He pointed out that the private members' motions on the order paper had already been called a number of times. He pointed out, however, he agreed to allow his motion to stand.

Mr. Loggie's Correction.

Before the orders of the day were called Mr. Loggie rose to correct in part of his speech of Friday last when he appeared in the St. John Telegraph in a August edition of excess profits. Mr. Loggie had cited the case of Armstrong & Ferguson, of Newcastle (N. B.), as having sold 1,946 pounds of potatoes to the militia department at four and a half cents per pound, or about 10¢ per bushel. He had declared that there was at present no such firm in Newcastle. He said today that the report in the Telegraph had given the correct price of "four and seven cents per pound or \$7 per barrel." He owed it to Armstrong & Ferguson to say that they were in existence during the latter part of 1914 and October, 1914, when the transaction referred to took place.

J. H. Sinclair asked the prime minister whether the militia committee appointed by the militia department to inquire into hospital conditions in connection with the troops at Halifax would be made public or not, whether the prime minister or the acting minister of militia would give some assurance to the public that things were all right now. Premier Borden said that he would make inquiries and see whether it was advisable to have the report of the committee made public.

Hon. Mr. Pugsley asked is a colored men regiment was going to be organized. He said that the colored men were complaining that they were not treated fairly and were not welcome when they went to the recruiting offices of various units now being formed.

Hon. Mr. Kemp replied that there were a number of men in the various units throughout the country and he was not aware of any attempt to raise a regiment. However, he would look into the matter.

E. M. MacDonald said that the return which had been tabled of correspondence with British Columbia regarding assistance for shipbuilders gave only one instance of assistance made some years ago. He thought that the return must be incomplete.

The premier replied that he knew of no recent correspondence on the subject. One of the ministers of British Columbia was here recently and the matter was just informally discussed.

Convicts in Khaki.

The house went into supply on the estimates for penitentiaries. In reply to a question, Hon. C. J. Doherty said that about 100 convicts had been released from penitentiaries during the first eight months of the year to assist in the service and that about four or five had been afterwards reincarcerated.

Hon. Frank Oliver contended that it was not the policy of the government to release convicts from prison to assist in the active service seemed to indicate a lack of appreciation of the nature of military service, and for the type of men who were being released. He said that he thought it would be time enough to consider whether or not men released from penitentiaries should be accepted for active service after they had completed their sentences.

To this Mr. Doherty replied that it was not the policy of the department to release convicts from prison to assist in the active service. He said that there had been special reasons for such action in the cases of the men who had gone, such as previous military service, good conduct while in the penitentiary and the period of time served. In some instances it was felt that a man's willingness to risk his life deserved some consideration.

Mr. Boulay, of Rimouski, argued that since it was possible some French-speaking prisoners might be committed to the penitentiaries there should be some officials there who could speak the French language.