

House Has Long But Interesting Session.

Railway Resolutions Probed by Opposition--Some Startling Disclosures.

The longest session of the House for the year occurred yesterday when after a short recess, the sitting commenced at 3.15 p.m. to 4.10 a.m. today. The Railway Resolutions were debated by the Opposition throughout the session.

The House met at 3.15 p.m. The Fishery Supplies Resolutions were introduced by Mr. Warren, who explained that they were in the form of a bill and had been appointed to deal with the original Bill.

The House went into Committee of the Whole on the Resolutions. They were passed without Amendment and the Bill was read a first time.

Answers to questions were then given by the various departmental heads. In answer to question of Mr. Bennett, the Prime Minister stated that the bonds owned by P. H. Cowan & Company to the Customs Department had been placed for collection. He understood there were ample goods on hand to meet the amount of money owing to the Department. As far as mortgage on his property was concerned he thought it took first claim. The Prime Minister also stated that Mr. Devine was entitled to his expenses back to Newfoundland. He did not know whether he would be re-elected or not.

Mr. Sullivan asked for further information in connection with certain statistics furnished him concerning the railway. The House went into Committee of the Whole on the Railway Resolutions. Mr. Bennett said he appreciated the importance of the question, and the influence of putting aside other important legislation, which would otherwise have been long ago through the House. He hoped his remarks would be taken in the spirit in which they were meant. The times were extraordinary and the greatest help of the country would be to get a situation which had become so serious that any action of even the smallest member would greatly increase our economic condition. The question was whether this legislature was prepared to vote \$1,500,000 to make up an anticipated deficit in operating the railway in days gone by, an amount which would cover entirely our social expenditure. He could not see how it could be done without being struck with the change which had taken place in the financial conditions of the Colony. A great deal of unnecessary trimmings had been taken out of the railway system. But no one could contemplate why the increase should be so enormous and it had not yet been explained to the House. Why were the steamers not being run under the Commission? As regards the auditor brought here by the Government, Mr. Bennett thought that there were plenty of local men who could have done the work just as satisfactorily and for far less money. Mr. Bennett denounced the coal boring operations of the Government. About 2000 tons of poor quality coal had been mined at a cost of \$150,000 or \$75 per ton. This would go down in history as one of the biggest blunders ever committed by any Government. The estimated cost of this coal last year had been \$20 per ton instead of \$75.00. No wonder there was a deficit, if this was how the money had been spent. As regards the question of raising freight rates Mr. Bennett showed that freight rates had been raised by water for \$1.00 per barrel, whilst by rail the freight was \$1.52. It was ridiculous, therefore, to raise freight rates, for if this were done, goods would be sent over the line at all. The men who had written the Railway Commission's Report knew very little about railroad operations. Money was always lost when Governments undertook to control railroads. The scar-

city of ships had meant a great deal of freight for the railway during the war and a lot of extra work and expense had been put on the Reid Nfld. Co. for which they had never been reimbursed. It was for this reason that the Opposition had consented to the \$1,000,000 vote last year. The Reid Nfld. Co. was another Government blunder. It was absolutely illegal and a conservative estimate of the cost would be about \$400,000. Now the people were being over taxed to replace the money frittered away. The six locomotives imported were far too big and heavy for our railway, which was no better than a tramway. There was no economy practiced when the railway was in Mr. Hall's hands. The whole trouble was that the Railways had been put in the hands of a man who had no good men in this country as there was in Canada to run the railway. Why was Sir George Bury brought down and paid \$2,500 per day to tell the Government to pay Reid \$1,000,000 to run the railway? Anyone could have done that. Every body knew that Reid would run the railroad if they had the money. Sending away for a general manager was unjustifiable. It was absolutely unjust to the Reid officials. When this House goes into Committee on Supply and Ways and Means, it will be found that the country is on the verge of bankruptcy, yet we were asked to pass out a million and a half to the Reid Company for no returns whatever.

If we went on giving Reid money where was it all going to end? The interest on our debt this year would be as much as our entire revenue in 1914. The Railway Resolutions, concluded Mr. Bennett, were certainly not credit to the country and he hoped that they would be withdrawn and better ones substituted. Mr. Fox expressed himself as being glad that at last the Government had asked for Legislative authority to pass the Reid Nfld. Co. Bill. The Prime Minister's request of a month previously for a suspension of the rules had been granted, railway deals would have been entered into by the Executive with the result that there would be a repetition of last year's fiasco. The 1901 contract had been abandoned in all its moods and tenses, after the House closed last year, without legislative sanction. The Public Treasury had been raided by people and money had been sent for their own advantage. Who was to blame? There is a truism which says "the Government is a rascal of the people." If any people were suffering for their sins to-day it was the people of Newfoundland. If any sympathy must go out to them it must be accompanied by the request that they fight the terrible mistake they made in 1919. The terrible thing was that the Government was allowed to continue in power making confusion worse confounded. In the introduction of the Railway Resolutions we have another

sample of incapability and incapacity. He wondered why Sir George Bury was called to Newfoundland. He only left two and a half pages of foolscap paper, which was called a report from his study of the Newfoundland Railway. This report was to the effect that we would have to pay the Reid Newfoundland Company one and a half million dollars and this advice cost the country nearly ten thousand dollars. It was impossible for Bury to study the Railway situation in three days. The paragraph in the report which called for a competent general manager was a direct insult to Mr. John Powell, a man who had grown up with the road. The Prime Minister could bring down no correspondence because, according to him, there was none. Yet, if he did not trust the Reid, then there must be some correspondence. On the Railway Commission the contractor's interests were considered but did the same apply to those of Newfoundland? By saying that they spent money unwarrantably to avoid adverse criticism the Commissioners wrote themselves down as men heedless of the country's welfare so long as they themselves were not criticized and that was the type of men to whom Newfoundland entrusted its Government. The Railway Commission had been owned, body and soul by some one. At this juncture, recess was taken until 8 p.m.

NIGHT SESSION.

After recess Mr. Fox resumed his speech on the Railway Resolutions, emphasizing the fact that both the Government and the Contractors had a duty to perform. The one had made a contract and the other had pledged itself to see it carried out. He referred to page 81 of the Commissioners' Report saying that a more serious charge could not be made, and that at some future time the public would realize the significance of the matter contained therein. The Commission, said Mr. Fox, undertook a duty which they were not called upon to perform, and though certain of its actions may be overlooked, not so the admission that they had spent money far more lavishly than the traffic on the railroad warranted. That statement was really an indictment of themselves, and therefore were not the criticisms of the Opposition fully justified. Newfoundland to-day as poor as Nazareth, with not a cent of money, but is earmarked for some expenditure, is living on the interest of what she owes, is now asked to spend further large sums to help out a contractor in a contract which it solemnly undertook to perform, having defied every law and thrown money away in squandering, the Government now finds itself in a position analogous to that of the French rulers who 700 years ago wrung money out of an oppressed people, spent extravagantly and ground down the poor to gratify their personal interests, drove their

countrymen beyond the bounds and at last paid the penalty with their blood. When the present Government was seeking the support of the electorate they sympathized with the people because of the taxes and the high cost of living, and promised all sorts of reforms. Hardly had they assumed office when they spent 2½ millions of

dollars, and attempted to reduce the cost of living by bringing in an anti-profitsteering act which they never tried to enforce, the people being compelled to pay last year as they never had before; now like an old glove, its usefulness being over, it is thrown aside. Coincidentally with the expenditure of this 2½ millions of dollars the Gov-

ernment helped itself by raising the salaries of its members by over 50 per cent. Taxes on taxes have been piled on so that now out of every dollar earned 75 cents goes in taxes. Having spent the four millions dollars surplus left by the past administration, a loan of six million was raised to pay the debts that were accumulated, and the crowning shame was that this loan, so circumstances showed, had been raised on notorious means to squander money. The public service went to the wall. The public service went right to wing, said Mr. Fox, and the only creative ability shown by the Government was the devising of means to squander money. Amongst which were the erection of a great educational system with its numerous inspectors and the codfish regulations, also with its numerous inspectors each costing the colony from 40 to 50 thousand dollars, and the loss of our European customers by their bores. The consequences of all this extravagance is that the country has been stricken; we have not a cent to call our own; our prosperity is at its lowest ebb; yet we are asked to take another 1½ million dollars and give it to contractors to do things which they were paid to perform. The Government said he feared that there is such a thing as a railway contract. Last year they refused to answer any questions on their railway policy, but they concocted a scheme behind closed doors, which set at naught the contract entered into with the Reid some twenty years ago, without any warrant for doing so. The Prime Minister had stated that he would compel the Reid to live up to their contract, but instead he joined hands with the very people he reviled and gave them 2½ million dollars to perform a service they were otherwise bound to perform. The same policy is being pursued this year under the cloak of a report of an expert who came here from Canada. Mr. Fox recognized that the Reid had tremendous odds against them in operating the railroad but at the same time they were getting paid for the work. They made the contract and must have been satisfied with its terms. Mr. Fox read an extract of the Prime Minister's manifesto saying that the Reid should be dealt with as would a landlord with his tenant, his comment on this being most embarrassing to the Premier, who was present. The operation of the road at present with its six new locomotives and the tying up of the freight cars by Mr. Collishaw last winter until that gentleman issued his ultimatum that others could have them also, came in for severe criticism. The junior member for St. John's East anticipated the gentleman who allowed Reid to have the controlling say on the Commission, and reading from that body's report Mr. Coaker's statement that he risked

(Continued on page 4)

the dark. The whole Railway policy of the Government was rotten to the core. Last year the Prime Minister had condemned the Reid on one hand and had given them \$1,000,000 on the other. The appointment of a commission had ruined the Government's railway policy. This commission had been appointed without a mandate from the House and to say the least it was loaded for it contained only two Government representatives whilst the Reid Nfld. Co. had three. Neither of the Government members, Messrs. Coaker and Hall, should have been on the Commission. Mr. Coaker had had no previous knowledge of railway affairs, whilst Mr. Hall had too many other duties to attend to. The composition of the Commission was absolutely improper and it was no wonder they made a mess of the whole thing as was proven by the report tabled in the House during the session. The Railway Commission had been appointed to supervise expenditure and to find out where economy could be practised in the operation of the railroad, but instead they had come back and reported that they had successfully piled up the biggest deficit since the railway had been in operation. The country had been saddled with an expenditure of over \$1,600,000. Mr. Bennett showed that Mr. Coaker had done no work at all on the Commission beyond attending one or two meetings and going to and from Port Union in a private car. All the information the Minister got was received from Mr. Hall. He contended that it would have been better for the country if the Chairman of the Commission had been paid \$25,000 a year to go and supervise every difficulty and safeguard the expenditure. Some plea for the future should have been brought in. The Commission should have recommended some way of handling the railway to the Government. Instead they had kept their mouths closed concerning this vital matter. He blamed Mr. Coaker more than the Prime Minister for the lack of information supplied. The House was now asked to repeat last year's happening. If this sort of thing were to go on Newfoundland would be a sorry place to live in before long. The Railway could not be operated to pay expenses. Some set policy should be adopted for the economic continuation of the railroad. He believed it was contemplated putting the capital on another basis whereby so big a Government subsidy would not be necessary. He believed the Government had information which would assist in the solution of the problem, but they were withholding it and the House had to grope in the dark. It had been contended that the increased cost of operation last year was due to the increased cost of coal and other necessities. But no one could contemplate why the increase should be so enormous and it had not yet been explained to the House. Why were the steamers not being run under the Commission? As regards the auditor brought here by the Government, Mr. Bennett thought that there were plenty of local men who could have done the work just as satisfactorily and for far less money. Mr. Bennett denounced the coal boring operations of the Government. About 2000 tons of poor quality coal had been mined at a cost of \$150,000 or \$75 per ton. This would go down in history as one of the biggest blunders ever committed by any Government. The estimated cost of this coal last year had been \$20 per ton instead of \$75.00. No wonder there was a deficit, if this was how the money had been spent. As regards the question of raising freight rates Mr. Bennett showed that freight rates had been raised by water for \$1.00 per barrel, whilst by rail the freight was \$1.52. It was ridiculous, therefore, to raise freight rates, for if this were done, goods would be sent over the line at all. The men who had written the Railway Commission's Report knew very little about railroad operations. Money was always lost when Governments undertook to control railroads. The scar-

city of ships had meant a great deal of freight for the railway during the war and a lot of extra work and expense had been put on the Reid Nfld. Co. for which they had never been reimbursed. It was for this reason that the Opposition had consented to the \$1,000,000 vote last year. The Reid Nfld. Co. was another Government blunder. It was absolutely illegal and a conservative estimate of the cost would be about \$400,000. Now the people were being over taxed to replace the money frittered away. The six locomotives imported were far too big and heavy for our railway, which was no better than a tramway. There was no economy practiced when the railway was in Mr. Hall's hands. The whole trouble was that the Railways had been put in the hands of a man who had no good men in this country as there was in Canada to run the railway. Why was Sir George Bury brought down and paid \$2,500 per day to tell the Government to pay Reid \$1,000,000 to run the railway? Anyone could have done that. Every body knew that Reid would run the railroad if they had the money. Sending away for a general manager was unjustifiable. It was absolutely unjust to the Reid officials. When this House goes into Committee on Supply and Ways and Means, it will be found that the country is on the verge of bankruptcy, yet we were asked to pass out a million and a half to the Reid Company for no returns whatever.

If we went on giving Reid money where was it all going to end? The interest on our debt this year would be as much as our entire revenue in 1914. The Railway Resolutions, concluded Mr. Bennett, were certainly not credit to the country and he hoped that they would be withdrawn and better ones substituted.

Mr. Fox expressed himself as being glad that at last the Government had asked for Legislative authority to pass the Reid Nfld. Co. Bill. The Prime Minister's request of a month previously for a suspension of the rules had been granted, railway deals would have been entered into by the Executive with the result that there would be a repetition of last year's fiasco. The 1901 contract had been abandoned in all its moods and tenses, after the House closed last year, without legislative sanction. The Public Treasury had been raided by people and money had been sent for their own advantage. Who was to blame? There is a truism which says "the Government is a rascal of the people." If any people were suffering for their sins to-day it was the people of Newfoundland. If any sympathy must go out to them it must be accompanied by the request that they fight the terrible mistake they made in 1919. The terrible thing was that the Government was allowed to continue in power making confusion worse confounded. In the introduction of the Railway Resolutions we have another

sample of incapability and incapacity. He wondered why Sir George Bury was called to Newfoundland. He only left two and a half pages of foolscap paper, which was called a report from his study of the Newfoundland Railway. This report was to the effect that we would have to pay the Reid Newfoundland Company one and a half million dollars and this advice cost the country nearly ten thousand dollars. It was impossible for Bury to study the Railway situation in three days. The paragraph in the report which called for a competent general manager was a direct insult to Mr. John Powell, a man who had grown up with the road. The Prime Minister could bring down no correspondence because, according to him, there was none. Yet, if he did not trust the Reid, then there must be some correspondence. On the Railway Commission the contractor's interests were considered but did the same apply to those of Newfoundland? By saying that they spent money unwarrantably to avoid adverse criticism the Commissioners wrote themselves down as men heedless of the country's welfare so long as they themselves were not criticized and that was the type of men to whom Newfoundland entrusted its Government. The Railway Commission had been owned, body and soul by some one. At this juncture, recess was taken until 8 p.m.

NIGHT SESSION.

After recess Mr. Fox resumed his speech on the Railway Resolutions, emphasizing the fact that both the Government and the Contractors had a duty to perform. The one had made a contract and the other had pledged itself to see it carried out. He referred to page 81 of the Commissioners' Report saying that a more serious charge could not be made, and that at some future time the public would realize the significance of the matter contained therein. The Commission, said Mr. Fox, undertook a duty which they were not called upon to perform, and though certain of its actions may be overlooked, not so the admission that they had spent money far more lavishly than the traffic on the railroad warranted. That statement was really an indictment of themselves, and therefore were not the criticisms of the Opposition fully justified. Newfoundland to-day as poor as Nazareth, with not a cent of money, but is earmarked for some expenditure, is living on the interest of what she owes, is now asked to spend further large sums to help out a contractor in a contract which it solemnly undertook to perform, having defied every law and thrown money away in squandering, the Government now finds itself in a position analogous to that of the French rulers who 700 years ago wrung money out of an oppressed people, spent extravagantly and ground down the poor to gratify their personal interests, drove their

countrymen beyond the bounds and at last paid the penalty with their blood. When the present Government was seeking the support of the electorate they sympathized with the people because of the taxes and the high cost of living, and promised all sorts of reforms. Hardly had they assumed office when they spent 2½ millions of

dollars, and attempted to reduce the cost of living by bringing in an anti-profitsteering act which they never tried to enforce, the people being compelled to pay last year as they never had before; now like an old glove, its usefulness being over, it is thrown aside. Coincidentally with the expenditure of this 2½ millions of dollars the Gov-

ernment helped itself by raising the salaries of its members by over 50 per cent. Taxes on taxes have been piled on so that now out of every dollar earned 75 cents goes in taxes. Having spent the four millions dollars surplus left by the past administration, a loan of six million was raised to pay the debts that were accumulated, and the crowning shame was that this loan, so circumstances showed, had been raised on notorious means to squander money. The public service went to the wall. The public service went right to wing, said Mr. Fox, and the only creative ability shown by the Government was the devising of means to squander money. Amongst which were the erection of a great educational system with its numerous inspectors and the codfish regulations, also with its numerous inspectors each costing the colony from 40 to 50 thousand dollars, and the loss of our European customers by their bores. The consequences of all this extravagance is that the country has been stricken; we have not a cent to call our own; our prosperity is at its lowest ebb; yet we are asked to take another 1½ million dollars and give it to contractors to do things which they were paid to perform. The Government said he feared that there is such a thing as a railway contract. Last year they refused to answer any questions on their railway policy, but they concocted a scheme behind closed doors, which set at naught the contract entered into with the Reid some twenty years ago, without any warrant for doing so. The Prime Minister had stated that he would compel the Reid to live up to their contract, but instead he joined hands with the very people he reviled and gave them 2½ million dollars to perform a service they were otherwise bound to perform. The same policy is being pursued this year under the cloak of a report of an expert who came here from Canada. Mr. Fox recognized that the Reid had tremendous odds against them in operating the railroad but at the same time they were getting paid for the work. They made the contract and must have been satisfied with its terms. Mr. Fox read an extract of the Prime Minister's manifesto saying that the Reid should be dealt with as would a landlord with his tenant, his comment on this being most embarrassing to the Premier, who was present. The operation of the road at present with its six new locomotives and the tying up of the freight cars by Mr. Collishaw last winter until that gentleman issued his ultimatum that others could have them also, came in for severe criticism. The junior member for St. John's East anticipated the gentleman who allowed Reid to have the controlling say on the Commission, and reading from that body's report Mr. Coaker's statement that he risked

(Continued on page 4)

the dark. The whole Railway policy of the Government was rotten to the core. Last year the Prime Minister had condemned the Reid on one hand and had given them \$1,000,000 on the other. The appointment of a commission had ruined the Government's railway policy. This commission had been appointed without a mandate from the House and to say the least it was loaded for it contained only two Government representatives whilst the Reid Nfld. Co. had three. Neither of the Government members, Messrs. Coaker and Hall, should have been on the Commission. Mr. Coaker had had no previous knowledge of railway affairs, whilst Mr. Hall had too many other duties to attend to. The composition of the Commission was absolutely improper and it was no wonder they made a mess of the whole thing as was proven by the report tabled in the House during the session. The Railway Commission had been appointed to supervise expenditure and to find out where economy could be practised in the operation of the railroad, but instead they had come back and reported that they had successfully piled up the biggest deficit since the railway had been in operation. The country had been saddled with an expenditure of over \$1,600,000. Mr. Bennett showed that Mr. Coaker had done no work at all on the Commission beyond attending one or two meetings and going to and from Port Union in a private car. All the information the Minister got was received from Mr. Hall. He contended that it would have been better for the country if the Chairman of the Commission had been paid \$25,000 a year to go and supervise every difficulty and safeguard the expenditure. Some plea for the future should have been brought in. The Commission should have recommended some way of handling the railway to the Government. Instead they had kept their mouths closed concerning this vital matter. He blamed Mr. Coaker more than the Prime Minister for the lack of information supplied. The House was now asked to repeat last year's happening. If this sort of thing were to go on Newfoundland would be a sorry place to live in before long. The Railway could not be operated to pay expenses. Some set policy should be adopted for the economic continuation of the railroad. He believed it was contemplated putting the capital on another basis whereby so big a Government subsidy would not be necessary. He believed the Government had information which would assist in the solution of the problem, but they were withholding it and the House had to grope in the dark. It had been contended that the increased cost of operation last year was due to the increased cost of coal and other necessities. But no one could contemplate why the increase should be so enormous and it had not yet been explained to the House. Why were the steamers not being run under the Commission? As regards the auditor brought here by the Government, Mr. Bennett thought that there were plenty of local men who could have done the work just as satisfactorily and for far less money. Mr. Bennett denounced the coal boring operations of the Government. About 2000 tons of poor quality coal had been mined at a cost of \$150,000 or \$75 per ton. This would go down in history as one of the biggest blunders ever committed by any Government. The estimated cost of this coal last year had been \$20 per ton instead of \$75.00. No wonder there was a deficit, if this was how the money had been spent. As regards the question of raising freight rates Mr. Bennett showed that freight rates had been raised by water for \$1.00 per barrel, whilst by rail the freight was \$1.52. It was ridiculous, therefore, to raise freight rates, for if this were done, goods would be sent over the line at all. The men who had written the Railway Commission's Report knew very little about railroad operations. Money was always lost when Governments undertook to control railroads. The scar-

city of ships had meant a great deal of freight for the railway during the war and a lot of extra work and expense had been put on the Reid Nfld. Co. for which they had never been reimbursed. It was for this reason that the Opposition had consented to the \$1,000,000 vote last year. The Reid Nfld. Co. was another Government blunder. It was absolutely illegal and a conservative estimate of the cost would be about \$400,000. Now the people were being over taxed to replace the money frittered away. The six locomotives imported were far too big and heavy for our railway, which was no better than a tramway. There was no economy practiced when the railway was in Mr. Hall's hands. The whole trouble was that the Railways had been put in the hands of a man who had no good men in this country as there was in Canada to run the railway. Why was Sir George Bury brought down and paid \$2,500 per day to tell the Government to pay Reid \$1,000,000 to run the railway? Anyone could have done that. Every body knew that Reid would run the railroad if they had the money. Sending away for a general manager was unjustifiable. It was absolutely unjust to the Reid officials. When this House goes into Committee on Supply and Ways and Means, it will be found that the country is on the verge of bankruptcy, yet we were asked to pass out a million and a half to the Reid Company for no returns whatever.

If we went on giving Reid money where was it all going to end? The interest on our debt this year would be as much as our entire revenue in 1914. The Railway Resolutions, concluded Mr. Bennett, were certainly not credit to the country and he hoped that they would be withdrawn and better ones substituted.

Mr. Fox expressed himself as being glad that at last the Government had asked for Legislative authority to pass the Reid Nfld. Co. Bill. The Prime Minister's request of a month previously for a suspension of the rules had been granted, railway deals would have been entered into by the Executive with the result that there would be a repetition of last year's fiasco. The 1901 contract had been abandoned in all its moods and tenses, after the House closed last year, without legislative sanction. The Public Treasury had been raided by people and money had been sent for their own advantage. Who was to blame? There is a truism which says "the Government is a rascal of the people." If any people were suffering for their sins to-day it was the people of Newfoundland. If any sympathy must go out to them it must be accompanied by the request that they fight the terrible mistake they made in 1919. The terrible thing was that the Government was allowed to continue in power making confusion worse confounded. In the introduction of the Railway Resolutions we have another

sample of incapability and incapacity. He wondered why Sir George Bury was called to Newfoundland. He only left two and a half pages of foolscap paper, which was called a report from his study of the Newfoundland Railway. This report was to the effect that we would have to pay the Reid Newfoundland Company one and a half million dollars and this advice cost the country nearly ten thousand dollars. It was impossible for Bury to study the Railway situation in three days. The paragraph in the report which called for a competent general manager was a direct insult to Mr. John Powell, a man who had grown up with the road. The Prime Minister could bring down no correspondence because, according to him, there was none. Yet, if he did not trust the Reid, then there must be some correspondence. On the Railway Commission the contractor's interests were considered but did the same apply to those of Newfoundland? By saying that they spent money unwarrantably to avoid adverse criticism the Commissioners wrote themselves down as men heedless of the country's welfare so long as they themselves were not criticized and that was the type of men to whom Newfoundland entrusted its Government. The Railway Commission had been owned, body and soul by some one. At this juncture, recess was taken until 8 p.m.

NIGHT SESSION.

After recess Mr. Fox resumed his speech on the Railway Resolutions, emphasizing the fact that both the Government and the Contractors had a duty to perform. The one had made a contract and the other had pledged itself to see it carried out. He referred to page 81 of the Commissioners' Report saying that a more serious charge could not be made, and that at some future time the public would realize the significance of the matter contained therein. The Commission, said Mr. Fox, undertook a duty which they were not called upon to perform, and though certain of its actions may be overlooked, not so the admission that they had spent money far more lavishly than the traffic on the railroad warranted. That statement was really an indictment of themselves, and therefore were not the criticisms of the Opposition fully justified. Newfoundland to-day as poor as Nazareth, with not a cent of money, but is earmarked for some expenditure, is living on the interest of what she owes, is now asked to spend further large sums to help out a contractor in a contract which it solemnly undertook to perform, having defied every law and thrown money away in squandering, the Government now finds itself in a position analogous to that of the French rulers who 700 years ago wrung money out of an oppressed people, spent extravagantly and ground down the poor to gratify their personal interests, drove their

"Economise"

The Present-day Watchword Throughout the World

All the world is talking economy, and thousands of Rubber Boot wearers are practising economy in its truest sense by wearing

"Columbus" Rubber Boots

The most serviceable Rubber Boot ever sold in Newfoundland. "Columbus" Boots are second to none in quality—which is absolutely guaranteed. The process by which they are made—the "New Vacuum Cure"—enables them to withstand the roughest usage and hard wear. Their styles are designed to give the greatest possible comfort to the feet.

"Columbus" Rubber Boots are made exclusively for us in Montreal, so that you can save the 14 1/4 p.c. difference in exchange, which is added to the cost of every pair imported from the United States.

IN BUYING "COLUMBUS" BRAND RUBBERS YOU SECURE THE TOPMOST IN QUALITY AND THE UTMOST IN VALUE.

The Cleveland Rubber Co.

166 Water Street

St. John's, Nfld.

ONIONS!

At Lowest Prices.

One Hundred (100)

Cases Fancy Silver-

peel Valencia

Onions.

SMALL SIZES.

F. McNamara,
QUEEN STREET.

PHONE 393.

countrymen beyond the bounds and at last paid the penalty with their blood. When the present Government was seeking the support of the electorate they sympathized with the people because of the taxes and the high cost of living, and promised all sorts of reforms. Hardly had they assumed office when they spent 2½ millions of dollars, and attempted to reduce the cost of living by bringing in an anti-profitsteering act which they never tried to enforce, the people being compelled to pay last year as they never had before; now like an old glove, its usefulness being over, it is thrown aside. Coincidentally with the expenditure of this 2½ millions of dollars the Gov-

ernment helped itself by raising the salaries of its members by over 50 per cent. Taxes on taxes have been piled on so that now out of every dollar earned 75 cents goes in taxes. Having spent the four millions dollars surplus left by the past administration, a loan of six million was raised to pay the debts that were accumulated, and the crowning shame was that this loan, so circumstances showed, had been raised on notorious means to squander money. The public service went to the wall. The public service went right to wing, said Mr. Fox, and the only creative ability shown by the Government was the devising of means to squander money. Amongst which were the erection of a great educational system with its numerous inspectors and the codfish regulations, also with its numerous inspectors each costing the colony from 40 to 50 thousand dollars, and the loss of our European customers by their bores. The consequences of all this extravagance is that the country has been stricken; we have not a cent to call our own; our prosperity is at its lowest ebb; yet we are asked to take another 1½ million dollars and give it to contractors to do things which they were paid to perform. The Government said he feared that there is such a thing as a railway contract. Last year they refused to answer any questions on their railway policy, but they concocted a scheme behind closed doors, which set at naught the contract entered into with the Reid some twenty years ago, without any warrant for doing so. The Prime Minister had stated that he would compel the Reid to live up to their contract, but instead he joined hands with the very people he reviled and gave them 2½ million dollars to perform a service they were otherwise bound to perform. The same policy is being pursued this year under the cloak of a report of an expert who came here from Canada. Mr. Fox recognized that the Reid had tremendous odds against them in operating the railroad but at the same time they were getting paid for the work. They made the contract and must have been satisfied with its terms. Mr. Fox read an extract of the Prime Minister's manifesto saying that the Reid should be dealt with as would a landlord with his tenant, his comment on this being most embarrassing to the Premier, who was present. The operation of the road at present with its six new locomotives and the tying up of the freight cars by Mr. Collishaw last winter until that gentleman issued his ultimatum that others could have them also, came in for severe criticism. The junior member for St. John's East anticipated the gentleman who allowed Reid to have the controlling say on the Commission, and reading from that body's report Mr. Coaker's statement that he risked

(Continued on page 4)

Thousands show you the way

Increasing number of people who could not or could not drink coffee and who were on the lookout for something to take its place have found complete satisfaction in

INSTANT POSTUM

Postum has a smooth, rich flavor that meets every requirement of a meal-time beverage, and it is free from any harmful element.

Economical—Made Quickly
"There's a Reason"

Canadian Postum Cereal Company, Ltd.
Windsor, Ontario.