

cation etat commences il y aura des materiaux envoye de Pt. du Chene. Apres que les terminals sont finis, et le Char Ferry pret pour service, il y aura la nessite pour service plus efficient a le N.B. & P.E.I. Railway. On dit que ces possible que la I.C.R. prendra la branche ligne chemin de fer autout ou par lessee, qui le fera bien pour la present compagnie de faire des improvements qui sont bien demande par le grande traffic. Apres ca Lille Prince Edward sera toujours en touche avec le monde.

Nouvelle Raffinerie de Sucre à Dartmouth.

(Correspondance Special.)

Feb. 28, 1914.

Dartmouth, Feb. 28.—Ouvrage pour mille personne sera trouve dans l'ouverture de la nouveau batiment de la Acadia Sugar Refining Company a Dartmouth, qui replacera la plant qui etait brule a l'annee 1912. La capacity du nouveau batiment sera 2,600 barils de sucre par jour. Depuis la destruction de la premiere plante la plus grande part de l'ouvrage au sucre a etait fait par un autre compagnie a l'autre cote de le Port Halifax.

Comment is unnecessary. These paragraphs are really important, and they are appreciated by the newspapers. The work is worthy of better translation.

Mr. PELLETIER: It is evident, from what the hon. gentleman has read, that the so-called translator does not know very much about language. I will call the attention of the acting Minister of Railways to the matter.

#### VANCOUVER ISLAND LABOUR TROUBLES.

On the motion of Hon. W. T. White for Committee of Supply:

Mr. ALPHONSE VERVILLE (Maison-neuve): I wish to bring to the attention of the House again this everlasting question of the miners on Vancouver Island. A few weeks ago, while we were in Committee of Supply, reference was made to the report laid before us by the Royal Commission on this subject. Before this, the House, on my motion, ordered a return of the correspondence exchanged between the Government and the operators. A week ago yesterday, this return was laid on the table. I have read that return very carefully, and I find that it is notable not so much for what is contained in it as for what is omitted from it. I think there must be correspondence which should have been given with this return but which is not there. We seem to have a one-sided return, just as we had a one-sided report. The trouble culminated, I believe, on the

15th of September, 1912. I find that on the 19th September, the minister, or his deputy, notified the men that they would have to apply for a board of conciliation. Also on the 20th, a similiar letter was sent to the operators of the mines. On the 20th, an answer was received from the miners stating plainly that they were not on strike, and had not been on strike, but had left work in protest against discrimination—which was later on referred to by the minister in commenting on the report—and against the conditions under which they had been working. There are letters which show—and if necessary I will read them later on—that the department were very anxious to get information from the operators of the mines as well as from the men. But I fail to find in the correspondence anything at all from the operators. Still, it is manifest from some of the letters that the department did receive some documents and took copies of them. I believe these documents were received from Sir William Mackenzie. But there is nothing of these documents in the return. Now, up to the present time, judging from this return, the Government is supposed to know nothing at all about the operators' side of the question. But no one in this House or out of it will believe that in the year and a half since this trouble began the department has not received any statement of the operators' side of the question. I cannot but wonder why these documents have not been included in the return. I am tempted to believe—just tempted to believe—that the Canadian Northern Railway interests, which are involved in this affair, are two great friends of the minister. If not that, I should be tempted to believe that the minister himself might be interested. Of course, I am not saying that he is, but I am tempted to do that because there was such a lapse of time at one period during which there was no correspondence whatever between those concerned in that famous strike in the west and the department. It has been stated that the men had not exposed their case and also that they had not received the proper information as to the necessity of asking for a board. We must bear in mind that there are many ways of applying for a board, and it is also proved by the correspondence that the department will not stand on technicalities in connection with an application for a board. The letter sent by the men on the 30th day of September clearly explains the case to the department. The