

# CE BARKER, MAY RETIRE

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ic Service—Other Cana-

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There was a protest against the provision allowing the minister to lease a line up to a length of 200 miles, or to build a line to the length of 25 miles, without obtaining special authority from parliament.

Senator Dandurand moved by way of amendment that any such lease or undertaking should be ratified by parliament before the government could enter upon it.

Hon. Mr. Loughheed took the ground that this was a money bill which the senate could not amend, and said that the commons would certainly take that view of any change which the senate might make to the bill.

Senator Costigan said the amendment provided that in case of leasing or building a branch "every such contract shall be laid before parliament for ratification." He agreed with Senator Mitchell that the minister of railways, with the bill amended, had full authority to lease, purchase or build a branch line.

Loughheed protests.

Hon. Mr. Loughheed raised the point of order that the bill was a money bill and therefore one which the senate could not amend, and asked the chairman for his ruling.

Senator Dandurand said the branch line bill of 1910 had been amended by the senate, and the commons had accepted the amendments without raising the question that this was a money bill.

Hon. Mr. Loughheed replied that because the point of order was not raised in 1910, did not prove that it could not now be raised. He said that it was not necessary to amend the bill, but that it could not properly be raised now.

The bill had been introduced into the commons as a money bill by resolution.

Sir Eymon Jones, who was in the chair presiding over the committee of the whole, said the bill was entitled, "A bill to amend the Railway Act," and appeared to be an enabling act, rather than a money bill, and the amendment was adopted by 86 to 11.

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Overruled Speaker.

Senator Dandurand appealed from the ruling. By a vote of 38 to 10 the commons decided the ruling of the speaker should not be maintained.

The commons declared adopted by the same division.

Hon. Mr. Loughheed said that although he did not approve of the bill, as amended, still he desired to have the opinion of the senate upon it, he would move its third reading.

The tariff bill was given a third reading.

**E. BARKER.**

Brunswick, where he received the degree of B. A. in 1886 and M. A. in 1888. He received the degree of B. C. L. in 1891 and five years later became a D. C. L. He was entered as a barrister in 1891, and was president of the Baristers' Association of New Brunswick in 1898. He was made a K. C. by the Earl of Dufferin in 1878. He became a puisne judge of the Supreme Court of New Brunswick in 1898. He was an arbitrator in connection with the Eastern Extension railway's claim in 1900. He became chief justice of New Brunswick in 1908. He was a member of the senate and an examiner in law at the University of New Brunswick, and was formerly chairman of the board of school commissioners of St. John. He represented St. John in the interests of the Conservatives, 1898-1897. His wife was Mary Ann, daughter of B. E. Black, of Halifax (N. S.). He is an Anglican and also holds membership in the Cedars and the Union Club.

Announcement of the honoring of chief justice will be very heartily received in the province and it has been generally believed that with this stalwart recognition of his long and honorable career that he would retire. In this event there will be two positions on the supreme court bench to fill, and there is some very interesting speculation as to the persons of the new judges.

# B. RAILROADER SNAPPED AT FRISCO

D. A. McKendrick, of Woodstock (N. B.), was one of the New Brunswick delegates in attendance at the convention of the Brotherhood of Railway Trainmen, which has just closed its annual meeting in San Francisco. Mr. Mc-



McKendrick caught the San Francisco enthusiasm for the Panama Pacific exposition in that city in 1915, says the San Francisco Call, and is expected to return home a booster for that big show. At evidence of how he felt over the subject accompanying sketch of the popular ally is reproduced from the Call May 26.

# WANTS RIGHT MEN IN POLITICAL LIFE

(Continued from page 1.)

Dr. MacKenzie spoke eloquently of the work of the missions and the great opportunity which was now offered to christian churches.

"Come over and help us," was China's call to Canada. China, bittered by the playing of European chancelleries, looked this country, not only for religious aid, but also political light.

Dr. MacKenzie spoke very eloquently of the new president of China and his new republic. The appeal of the government for the prayers of the Christian church indicated how open they are to Christian influence. "The breath of God was abroad through the land."

A convenient use for an old wash pail is to stand it on the back porch and to fill it with the waste paper and trash, and when full, set a match to it.

# SENATE AMENDS BRANCH LINE BILL

## Parliament Must Be Consulted

### Minister of Railways Power to Lease or Build Curbed

#### Tory Leader Made Strenuous Protest Against Liberals' Action and Speaker Upheld Him, But Was Overruled— Tariff Bill Passed.

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**HIGH HERALDED  
RECIPROcity OF  
LITTLE EFFECT**

### United States Tariff Charges May Nullify the Canadian Agreement With West Indies

#### LIBERAL PROPOSAL

##### Imperial Committee Approves of the Stand Taken by Messrs. Pugsley and Carvell—Eetter Steamship Service Required.

(West India Committee Circular.)

Since we last went to press the new United States tariff bill has been passed by the house of representatives. As we pointed out in our last issue, this measure will, if it becomes law, be fraught with very considerable importance to several West Indian industries, and notably those of sugar, cocoa and citrus fruit. Under it, sugar will in three years time become duty free, the duties on manufactured cocoa will at once be reduced, and the consumption of raw cacao thereby it may be assumed, increased, while the duty on citrus fruits will be appreciably lowered. It is not too much to say that the adoption of this Underwood tariff, as it is called, would put an entirely different complexion on reciprocity with Canada. If adopted, it must inevitably have the effect of reducing the American home supply of sugar, with a consequent benefit, direct or indirect, to British West Indian sugar.

Want Larger Preference.

In the circumstances it is interesting to note that the opposition in Canada appears to be strongly in favor of increasing the preference to the British West Indies. The bill approving of the reciprocal trade arrangement between most of the West Indies colonies and Canada was read a third time and passed in the Dominion House of Commons on April 29th, and in the debate upon it the Liberal speaker made this very clear. Mr. Carvell, who showed a remarkable grasp of his subject, referred to the proposed preference more than once as a "naggingly" while Mr. Pugsley, a member of Sir Wilfrid Laurier's cabinet, moved an amendment, which if it had been adopted would, as he said, have had the effect of putting on the statute book a standing offer to the West Indian colonies that "whenever they increased their preference to Canada to 40 per cent, their goods under the terms of the Ottawa trade agreement—this is to say the majority of those which are to receive a preference—shall be admitted into Canada duty free. This would be an admirable arrangement; but it is to be doubted whether the West Indian colonies are prepared to risk the loss of revenue which would be involved, though such loss would subsequently be more than made good through the development of industries and the improvement of trade. At the same time, if the new United States tariff is adopted, some modification of the existing agreement between Canada and the West Indies may be necessary, if reciprocity is to be effective.

The debate in the Canadian House of Commons turned mainly on steamship communication, and there can be no doubt that there is a feeling of considerable disappointment not only in Canada but also in the West Indies—where it has been voiced in a remonstrance adopted by the Federal Council of the Leeward Islands—at the inadequacy of the arrangement arrived at with Messrs. Fickler & Black. It must not be forgotten, however, that the dominion government was confronted with exceptional difficulties, owing to the shipping boom, and the world wide shortage of tonnage, which rendered a more permanent arrangement too costly a matter to be entertained at the present moment. Of one thing we are glad, and that is that the dominion government had decided not to insist upon shipments being direct to Canadian ports to entitle them to the benefit of the preference. This was made clear by the remarks of the chairman of the Royal Mail Steam Packet Company on the occasion of the annual meeting of that corporation. Such an arrangement would have been a restraint upon the shipping companies, and would have been very prejudicial to the interests of the West Indies. Meanwhile, nothing now stands in the way of the trade arrangement, since it has been immediately into force, Canada having approved of the contemporary bill, and having made the adjustments of her tariff.

With regard to sugar the duty on foreign 96 test is to be reduced from 88 1/2 cents to 67 1/2 cents, and on British from 12 1/2 cents to 10 1/4 cents, while on foreign refined the reduction will be from \$1.26 to \$1.08, and on British from 84 cents to 81 cents only. The privilege of importation is given to the men producing 20 per cent of their molasses from foreign sources on the terms of the British preferential tariff goes altogether, but the molasses are compensated by a greater reduction in the duty on raw sugar than that on refined, which will increase their production from 31 1/2 cents to 24 1/2 cents.

The Decadence of Art.

He thought he was a connoisseur, and he was lamenting the decadence of art. "Look," he said, "at the great Italian school of painters! Look even at the old Greeks! Why, Zeus! painted grapes so naturally that birds came to peck at them!" "He did, did he?" said a bystander. "That's nothing. I've got a friend who paints a dog so natural that he has to paint a mouse on him to keep him from eating it."

## Line Cheapened by Contractor

### Messrs. Carvell and Michaud Make Some Grave Charges in Par- liament—\$15,600,000 Subsidy to Mackenzie & Mann Provokes a Lively Tilt in Which Liberals Fire Some Hot Shots.

Ottawa, June 2.—Railway subsidies, and especially the subsidies to Mackenzie & Mann, they up a lively storm in parliament today. During the discussion of the subsidies, F. B. Carvell and Mr. Michaud found time to say some things about the St. John Valley railway.

Mr. Carvell declared that the province was not going to have the first class line which had been arranged for by the late government. With the connivance of Premier Fleming, Contractor Gould was cheapening the road, increasing both grades and curves. Whenever Gould wanted any change from the conditions in his contract he brought Premier Fleming to Ottawa and the railway department agreed to whatever they wanted done. Engineer Taylor was trying to get a good road, but was not being allowed to compel the contractor to make one.

Mr. Carvell said that conditions were so bad that O. S. Crockett, M. P., had last July telegraphed from Fredericton to the department protesting that it was not necessary to allow Gould to make heavy grades and seven per cent curves. Mr. Carvell stated that the standard of the road had been so reduced that north of Fredericton it would not cost \$20,000 a mile, though the aid given was \$81,400 a mile. On this portion of the system there would be not less than \$700,000 profit.

Mr. Carvell said that Mr. Cochrane promised him that he would see that out of the million dollars for the bridges there would be a share marked for the Andover bridges.

Mr. Michaud, of Victoria-Madawaska, said that in the last provincial elections the Liberals had contended that the province was not going to be allowed to require the contractors of the Valley railway to construct the portion of the line from Grand Falls to Andover. The government, from the premier down, had declared the line would be built upon the solemn pledge that the Andover line would not be built but would be covered by a lease from the C. P. R. This was an outrage on the people of Grand Falls. Mr. Carvell and White should resign as a protest.

Storn Over C. N. R. Grant.

Hon. Mr. Cochrane introduced the Canadian Northern aid with a statement that the subsidy would total \$15,640,000. The Ottawa to Port Arthur line, which the line had been aided by sale of guaranteed bonds to the amount of \$84,000,000. The construction would cost \$84,000,000. The Canadian Northern had been less generously aided than had the C. P. R. or the G. T. R.

Sir Wilfrid Laurier said that the C. P. R. and the G. T. R. had been aided by lines whose route was hard to reach and construction therefore more costly. The government had already aided this road with a bond guarantee of \$4,000,000. Finance Minister White justified the advance on the ground that the C. N. R. had been less helped than the C. P. R. or the G. T. R.

Hon. C. R. Graham said that if this aid were granted there should be some things required of the company. It should be compelled to submit its rates on the portion of the line in British Columbia to the jurisdiction of the Dominion Railway Board. Instead of a subsidy the company should be allowed to take a straight party division.

The only amendment inserted in the bill was one proposed by Hon. Frank Cochrane to the effect that the government should not dispose of the stock held in trust by the minister of finance, unless parliament consented.

Mr. Carvell said that the bill was a straight party division.

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The addresses this afternoon and tonight dealt with matters of pressing importance, and were delivered by men distinguished for their work in the fields. Their addresses were heard with intense interest and often with appreciative enthusiasm. At the afternoon meeting the subjects were "The problem of the city," and "Rural problems." "The city must become holy or it will become Hell," declared Dr. J. G. Shearer, general secretary of the Moral Reform Association.

The large and growing proportion of the new city population are alien, or of a non-Anglo-Saxon stock, speaking unknown tongues, or following faiths not ours, many of them not Christian, and they are infidel, in creed and pagan in life, their ethical and national ideas are not ours, nor do they begin to respect our nourished and deeply-bought institutions and liberties. These people are easily exploited. No wonder the few wealthy are growing more wealthy, while the number of the poor increases. No wonder intemperance in the cities is on the increase, and all vice flourishes and abounds."

Dr. Shearer declared that the civil environment must be transformed; that the over-crowding must be stopped, and said that the church must take up the challenge of the drink traffic.

"The theatre and other commercial amusements must be purged," said he. He deplored the fact that the sources of entertainment for these young people in their leisure hours had been commercialized, which eliminated to a great extent wholesome and temperate pleasures.

The rights of the child were demanded by Rev. Dr. John MacMillan, of Halifax (N. S.). He emphasized the high rate of mortality in Canada, that Montreal's child death rate was startling, being next to the Russian cities. He declared nothing worth while would happen until a bureau was instituted in every city, which would look after the children and mothers. He said that the inauguration of these systems of control had reduced the infant mortality in American cities by half.

Dr. A. G. Sinclair, of Winnipeg, spoke on "The material basis of a home." "At the time the industries paid proper wages," he said, "an industry which cannot afford to do that ought not to live."

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### Messrs. Carvell and Michaud Make Some Grave Charges in Par- liament—\$15,600,000 Subsidy to Mackenzie & Mann Provokes a Lively Tilt in Which Liberals Fire Some Hot Shots.

Ottawa, June 2.—Tremendous audiences continue to attend the meeting of the Presbyterian pre-assembly conference. Tonight an overflow meeting in the church was necessary to accommodate the crowds, for whom no place could be found in Massey Hall.

The addresses this afternoon and tonight dealt with matters of pressing importance, and were delivered by men distinguished for their work in the fields. Their addresses were heard with intense interest and often with appreciative enthusiasm. At the afternoon meeting the subjects were "The problem of the city," and "Rural problems." "The city must become holy or it will become Hell," declared Dr. J. G. Shearer, general secretary of the Moral Reform Association.

The large and growing proportion of the new city population are alien, or of a non-Anglo-Saxon stock, speaking unknown tongues, or following faiths not ours, many of them not Christian, and they are infidel, in creed and pagan in life, their ethical and national ideas are not ours, nor do they begin to respect our nourished and deeply-bought institutions and liberties. These people are easily exploited. No wonder the few wealthy are growing more wealthy, while the number of the poor increases. No wonder intemperance in the cities is on the increase, and all vice flourishes and abounds."

Dr. Shearer declared that the civil environment must be transformed; that the over-crowding must be stopped, and said that the church must take up the challenge of the drink traffic.

"The theatre and other commercial amusements must be purged," said he. He deplored the fact that the sources of entertainment for these young people in their leisure hours had been commercialized, which eliminated to a great extent wholesome and temperate pleasures.

The rights of the child were demanded by Rev. Dr. John MacMillan, of Halifax (N. S.). He emphasized the high rate of mortality in Canada, that Montreal's child death rate was startling, being next to the Russian cities. He declared nothing worth while would happen until a bureau was instituted in every city, which would look after the children and mothers. He said that the inauguration of these systems of control had reduced the infant mortality in American cities by half.

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