"We Lead

Others Follow"

o-morrow

SURROUNDINGS - TRANSPORTATION

This section is experiencing a great deal of activity at the present time—the activity is going to increase and increase rapidly—so rapidly that before long there will be an-

other well established home community and homesites will be in demand at higher prices

offering the property to the public. Prices are proportionately lower than what surrounding property is selling at and

TELEPHONE ADELAIDE 3200

PER FOOT DOWN

EASY PAYMENTS

CANNOT REDUCE FREIGHT RATES

Middlebro Declares Cost of N. T. R. Has Imposed Permanent Burden.

CARVELL'S CHALLENGE

Why Not Proceed Against Offending Contractors? Was His Question.

(Continued From Page 1.)

Grand Trunk Pacific Railway Com-pany, nor anyone connected with the work appeared to think that economy ras necessary or even desirable."
This finding in substance said that every employe of the government in the construction of the National Transtinental Railway, from the chief engineer down, was recreant to his duty, and that the officials of the Grand Trunk Pacific including the late president, Charles M. Hays, and the present president, E. J. Chamberlin, were engaged in a conspiracy to swindle the company by when the swindle the company by whom they were employed. It was of the highest importance to the Grand Trunk Pa-cific that economy should be exercised and if all the Grand Trunk Pacific make the road cost as much as pos-sible the only inference was that they were betraying their employer for

some unworthy purpose. Hurt Canada's Credit. Mr. Graham said this startling in-dictment of hundreds of Canadian engineers and officials in the employ of the government and the Grand Trunk Pacific was the most outrageous as-sault upon the good name of this coun-

sault upon the good name of this country that could be conceived of.

Its effect had been to hurt Canadian credit and to absolutely cripple the Grand Trunk Pacific in its efforts to complete the great national highway. Every Canadian who went to England to horrow money for legitimate purposes and this report thrown in his face. Its publication and endorsement by the government at a time of finanby the government at a time of finan-cial stress like the present was an unspeakable outrage against which bankers and business men all over the

bankers and business men all over the country were vigorously protesting.

Taking up the cost of the National Transcontinental, Mr. Graham said it was absurd to charge compound interest on every dollar invested till 1922 or 1925. The seven years which the Grand Trunk Pacific had to operate the road rent free had nothing to do with the cost of the road. It was a with the cost of the road. It was a subsidy and no one in reckoning the aid we had given to the Canadian Pacific and other companies added com-

pound interest.

Low Capitalization.

He made the statement that the National Transcontinental from Moncton to Prince Rupert would not cost over \$85,000 per mile. Considering the physical perfection of the road and the country thru which it passed, this was a remarkably low capitalization. The Pennsylvania road, he said, was capitalized at over \$300,000 a mile; the New York Central \$418,000 per mile; the Lehigh at \$437,000 a mile; the Union Pacific at \$150,000 a mile; and the Southern Pacific at \$142,000 per mile. Taking all the railways in the United States together, some of the United States together, some of them built at a cost of \$10,000 or \$12,-000 a mile, the average capitalization of the whole country was \$63,000 a

In Canada we found that the Grand Trunk Railway system was capitalized at \$133,000 a mile, the Algoma Central at \$152,000 a mile and the Candian Southern at \$99,000 a mile.

C. P. R. Capitalization.

It is claimed, said Mr. Graham, that

the Canadian Pacific is capitalized at only \$46,000 a mile, but this is an egregious misstatement. The Canadian Pacific has received enormous grants from the Dominion government which it was fair to presume had gone into the enterprise. It had received \$29,000,000 in cash from the Dominion government in addition to provincial and municipal grants, and had been presented outright with a complete railroad worth \$37,000,000, and its land grant was very conservatively esti-mated at \$174,000,000. Moreover, the Canadian Pacific did not disclose the true amount of its capitalization as much of its capital stock had been allotted to shareholders at \$175. Moreover, the road had take from revenue \$100,000,000 represented by betterments. Mr. Graham had no hesitation in saying that the main line of the Canadian Pacific was more heavily capitalized than the National Trans-

Prince Rupert.

Objected to Interruptions.
Here Mr. Meighen interrupted with a question and Mr. Graham appealed to the Speaker. He said his speech last evening had been riddled with questions, one member even shouting a question to him from the gallery.

Mr. Graham appealed to the Speaker with speech last evening had been riddled with questions, one member even shouting a question to him from the gallery.

Objected to Interruptions.

Here Mr. Meighen interrupted with planged at once into his subject, promising that he would not take up one-quarter of the time occupied by Mr. Middlebro then proceeded to show why the road had cost so much more than it should have done, deals to the object of building the National incomplete the constant of the speech last evening had been riddled with questions to him from the gallery.

Mr. Gutelius, from his seat in the gallery, had sent question after question down to Mr. Meighen which the latter had asked, breaking into the argument repeatedly

Mr. Meighen insisted that he did no know Mr. Gutelius had been in the gallery, and denied that any questions had been furnished him from outside



the terms are very easy.

gate in the public interests, without regard to the serious consequences to

the country or this great national un-dertaking, and that for the appoint-

ment of such commission and for ac-

the government deserves the severe

Laurier's Calculations.

censure of this house."

Middlebro Replies.

ment to enquire into the construction of the National Transcontinental Raff-way, is so wilfully partisan and misleading as to be wholly unreliable; wholly unreliable; the then said that if the that the manufest object of the said commissioners was to misrepresent for party purposes rather than to investigate in the public interests, without the public interests in the public interests. which cost the government of Canada

4 per cent.

Mr. Middlebro severely scored the contract made by the Laurier govern-ment with the G.T.P. "We were dealing with a straw company, whose en- But Lady Holder Changed Her tire paid-up capital was less than \$250,000," he said.

West Bears Burden. Mr. Middlebro said western people

Middlebro Replies.

It had been auticipated that Solicitor-General Melghen would reply to
Mr. Granam, but Mr. Middlebro of
North Grey, rase at 8 o'clock,
amid generous cheers from the govcrument benches. The opposition
members were somewhat lacking in might as well make up their minds to pay excessive freight rates in perpetuity. How could the G.T.P. ever reduce rates when it was capitalized at

guestions, one member even shouting a question to him from the gallery.

Mr. Speaker sold that ne had not observed the interruption from the gallery or he would have dealt with the matter immediately.

Continuing, Mr. Graham said that Mr. Gutellus, from his seat in the gallery, had sent question after questions and regulate freight rates.

The Carperation which would be a real completion.

The Canadian Pacific.

Naturally, if it was to be a real competition the cost had to be kept down. petitor the cost had to be kept down, the Tories, who was a lawyer and so that the amount of fixed charges as the politician. He had would not interfere with cheap and buildozed witnesses in true police efficient operation. lic of the way he intended to give it Sir Wilfrid Laurier had told parlia-ment and the country that the road Mr. Gutelius, in Mr. Carvell's opin-

would not cost over \$13,000,000. True ion, has practically failed as a railway he explained this afterwards by saying man and had been sent to North Bay

Views in Quick

Time.

Over two hundred attended the annual reception of the Women's Christian Temperance Union in Frances Willard Hall yesterday afternoon, Lady Holder, Mrs. F. C. Ward, district president, and Mrs. E. A. Stevens, provincial precident, received. An address was delivered by Lady Holder, on "Australia." wherein she stated that when she first began public speaking, she did not believe in woman's suffrage, but when she saw that year after year passed without any steps being taken to remedy absent above. steps being taken to remedy abuses, she became convinced that women needed the vote. For the past 17 years the women of Audiralia have been allowed to vote and now the representa-

Pollowing the address, refreshments were served. The musical program was rendered by Ruthven Macdonald.

Not Appeal to Liberal Leader.

PERSONNEL OF BOARD

Hon. Mr. Lucas Gave Guarded Answer to Liberal Questions.

In the progress of the workmen's were waiting periods, which were compensation bill thru committee in avoided here. compensation bill thru committee in the evening session, some light was directed on several of the more important clauses. It was explained by Hon, Mr. Lucas that the so-called "act of God" legislation did not appear, because an accident happening under

the chumber. It is a comparison to the comparison of the compariso time when a man was considered under altho either would be admirable employment and liable to compensa-tion. William Proudfoot wanted it

to the number of men affected. A larger number of men would be served and the compensation would be more certain, but the amounts in some cases would not be as large as under the old act. If this were appreciated by manu-facturers they would not be so sensi-

VICTORIA AND RICHMOND STREETS

ROBINS, LIMITED, TORONTO

Clip this coupon

Englewood-Ridgewood.

Please furnish me with further particulars concerning

IN THE SUFFRAGE Delay of Proclamation Did Mr Lucas agreed with these remarks and hoped that the misconception now held would be dissipated. Mr. Rowell took the ground that the government should see that the medical man should have his services re-

munerated without any serious loss to the workingmen. He was not radical but suggested something along that HOUSE IS UNANIMOUS Doctor's Fees.

The reply was that nothing was to be taken from the workingman, but that now he was assured of a certain thing Should Be Done and steady income. The board had power to make him act fairly and honestly with the doctor. It was pointed out that in countries where provisions were made there

Dr. McQueen of Wentworth, stated the federal government will be drawn that different countries set aside a to the development of water power in specified sum and urged there, but the clause was carried as it stood. A query as to the personnel of the commission came from the opposition. The second time during the present They sought to know if there was any baxis for the suggestion that Sir Wilbecause an accident happening under the people in parliament recognize their power. The practice of brewers in sending liquor into the institutions for the poor had been done stitutions for the poor had been done away with thru the institute plant of the point concerned the actual that the institute of the poor had been done away with thru the institute plant of the point concerned the actual that connection, the proposition that Sir William Meredith or Mr. Justice Middle. It is to ment united on measures which in their scope affect the people of Ontarious with their scope affect the people of Ontarious with their scope affect the people of Ontarious with the institute of the proposition that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the representation to the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the representation to the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the representation to the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the representation to the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the property of the property of the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not "arise out of" the course of em
ployed to vote and now the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not make the suggestion that Sir William Meredith or Mr. Justice Middle. It is such circumstances as a cyclone did not make the suggesti man. Mr. Lucas stated that he had received no offer from either, or any communication in that connection,

are features all in favor of ENGLEWOOD RIDGEWOOD and are responsible for the phenomenal sale we have had since

CONSERVE POWER

Attention of Federal Govern-

ment Will Be Drawn to

Subjects.

thing Should Be Done

Along Those Lines.

On the unanimous approval of the

Ontario Legislature the attention of

this province with the increase of

went thru without opposition amend-

ment, and this was followed up in the

A NEW

AGIN

the const the West prepared is to be house, T discuss of Agino Townshi should a The Cou tend, as F. Macle

COM

BECK

OTHE Death

Influe

Deleg

One o some til char of devising the to Vanc was an tial citi deeply project tion was timated taking met.

Presi and af several zens, it ing of t of a co conven-lies. Mess Charter the O... Toront go int directic every out for night.

OTHE