POOR DOCUMENT

THE STAR, ST. JOHN, N. B. FRIDAY, MARCH 8, 1907,

Parliament Declares in Favor of Such a Policy as Soon as Canadian Ports and Canadian Railroads Are in a Position to Handle the Business---Question Debated at Length in Commons Yesterday.

an opportunity would be given to discuss that gentleman's motion with regard to the institution of a committee to inquire into railway rates.

25 cars were being built each day 20 were going on the scrap heap, and how, therefore, could they expect immediate relief of the present congested conditions.

east and west.

How could they expect the Intercolonial to pay if they favored competition of foreign roads in and of diverting trade which came from Great Britain under preferential treatment to their own lines?

OTTAWA, Mar. 7.—That preference thould be granted British goods coming through Canadian ports as soon as those ports and the Canadian railroads are in a position to handle the business, was the declaration of Parliament today. The Minister of Cunstoms, replying to Mr. MacDonell, who inquired as to whether it was considered that the export business of Canada with Australia and New Zealand with Australia and New Zealand was in a satisfactory condition, and that, during last fiscal year exports to Australia amounted to \$2,082,219 and to New Zealand \$734,054. The imports from Australia durit.g same period amounted to \$226,197, and from New Zealand \$303,075.

Application had been made to the department of trade and commerce by the Imperial Export Company, Ltd., or any other firm who proposed to operate a direct line of steamers between ports in Eastern Canada and Australia and New Zealand, but no action was taken. Jacques Bureau, on his re-election for Three Rivers, rendered necessary by his appointment as solicitor general, entered and took his seat and was introduced by prime minister and minister moved that in future the government business. In answer to R. L. Borden, Sir Wilfrid Laurier stated that an opportunity would be given to disau opportunity would be given to disauce of the prime minister of marine and fisheries.

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sir Wilfrid Laurier declared the policy embodied in the resolution was one which had existed in Canada ever since Confederation. Half a century ago Canadian railroads were all being built to find an outlet through American ports. Confederation put an end to that. The construction of the Intercol-The proof of the first proof of the proof of

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.48 Reduced from75c. and \$1.00
.98 Reduced from\$1.25 and \$1.50
\$1.28 Reduced from\$1,60 and \$1.75
1.48 Reduced from \$2.00 and \$2.25
1.98 Reduced from \$2.50 and \$2.75
2.48 Reduced from .\$3.50, \$4.00 and \$4.50
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able to handle commerce without passing it through the United States. He declared that as the government had taken power to bring this resolution into effect the country would not hesitate to urge them to declare it effective. Dr. Daniel said at the completion of the National Transcontinental trade would be no more independent of the bonding privilege than at present. There was now an all Canadian route by way of the Intercolonial. Dr. Daniel said the government should lose no time in equipping Canadian ports. He urged Mr. Fielding to express his opinion.

Were Largely Altended—Several interesting Papers Read

Sale Prices:

time in equipping Cauadian ports. He urged Mr. Fielding to express his opinion.

Mr. Fielding said a similar resolution was supported in 1904 by the whole house, government as well as opposition. Mr. Fielding had then said he sympathized with the resolution, but that the time was not opportune to give it effect. Mr. Fielding aid one of the strongest arguments for confederation was that central Canada desired access to the ocean through Canadian ports. It was predicted that Halifax and St. John would become the wharves of Canada. It was rather sad to be told forty years after confederation that this ambition had not been realized, and that a considerable quantity of Canadian goods come by way of American ports, and to be told, as the house had been today, that the facilities at Canadian ports and the capacity of Canadian railroads were not sufficient to handle the traffic.

Mr. Fielding thought there was no need for Toronto members to take alarm at the resolution. Even if they had to pay a little more freight by way of St. John and Halifax they would be supporting a truly national policy. The freight congestion was not confined to the Maritime Provinces, but extended over the railroads of Canada and the United States. He hoped and helleved that the government should bring this resolution into effect with the assurance that Canadian transportation facilities would be ample for the commerce. He suggested Mr. Logan should drop his motion and accept the amendment of the Prime Minister.

Mr. Bark of Hamilton said that it would be harmful to the commercial.

HERE YESTERDAY

Former Prices;

Both Afternoon and Evening Sessions Were Largely Attended—Several Interesting Papers Read

BUDGET READY BY NEXT WEEK

tory of the Place

pletely Tied Up, No. Trains Moving

- Tramways Closed Up

The city streets were plactically asserted this morning.

The early train for the west could not be made up to take her trip owing to the fact that the round house, where the engines are housed, was completely blocked, necessitating the getting out of a snow shovelling gang to clear away the approaches.

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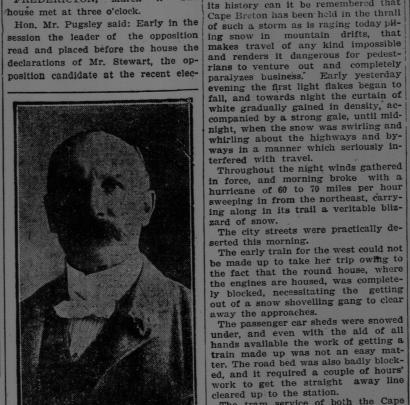
The passenger car sheds were snowed under, and even with the aid of all hands available the work of getting a train made up was not an easy mat-ter. The road bed was also badly block-ed, and it required a couple of hours'

Recent Changes Have De Worst Blizzard in the Hislayed Its Preparation

Premier Acnounces That House Will Business Paralyzed and Traffic Com-Probably Sit Saturdays After This Week-Several Bills Introduced

FREDERICTON, March 7. — The ouse met at three o'clock.

Hon, Mr. Pugsley said: Early in the SYDNEY, N. S., March 7.—Never in its history can it be remembered that Cape Breton has been held in the thrall



MR. C. J. OSMAN, New Speaker of Legislature.

tion in Restigouche, and Thomas Savoie, one of his representatives, charging Dennis Arseneau, who held the poll in the parish of Balmoral, and James Reid, M. P., with improper conduct in handling the ballot so as to destroy the secrecy of the ballot. I have obtained the declarations of Mr. Arseneau, Mr. Reid and Mr. Savoie directly contradicting the statements made in the other declarations, which I will read. The premier then read the declarations referred to and also that of Sheriff Robinson, and placed them before the house. tion in Restigouche, and Thomas before the house.

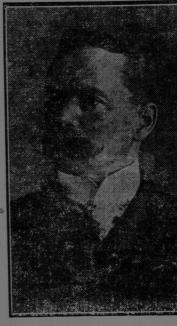
Mr. Lantalum introduced a bill relat-

ing to civic elections in St. John, and also a bill relating to certain St. John city debentures.

Hon. Mr. Pugsley introduced a bill to

Hon. Mr. Pugsley—Yes, it is. Mr. Johnson gave notice of inquiry in Mr. Hazen gave notice of inquiry with

regard to parish court commissioners at Albert, Albert Co.



STEAMERS.

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Wed. April 24.....*Lake Michigan

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*Steamers marked thus sail from

Halifax afternoon, after leaving

St. John.

WINTER RATES NOW IN EFFECT S. S. Lake Champlain and Lake Eric carry only One Class of cabin pas-sengers (second class), to whom is given the accommodation situated the best part of the steamer \$40.0 nd \$42.50.

1st CABIN-\$50.00 and upwards, ac ording to steamer. 2nd. CABIN-\$40.000, \$45.00 and \$4

3rd CABIN-\$26.50 to \$28.75. For tickets and further information apply to W. H. C. Mackay, St. John, N. B., or write W. E. Howard, D. P. A., C. P. R., St. John, N. B.

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FOR PARRY SOUND

amend chapter 170 of the consolidated statutes respecting rates and taxes. He said that it was to make better provision for the collection of taxes that are in default.

Mr. Hazen—Is it a government bill?

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Mr. Hazen—Is it a government bill? PARRY SOUND, March 7.-At a an agreement was ratified with the Dominion Smelters, Limited, for the erection of a customs smelter here. The plant is to cost a million and a half, with a capacity of a thousand tons a day and to employ four hundred men. The promoters of this company are connected with a large independent smelter concern in the United States. The town grants aid to the extent of \$100,000. The people will vote on the proposal shortly.

one person. The attorney general thought it advisable in the interests of these miners that the lands so granted should be protected against judgment debts and from liability to seizure under execution until the expiration of three years from the date of such grant and he moved that the bill be amended accordingly. This having been done the bill as amended was agreed to.

The committee then considered the bill to amend the life and accident assurance act, which provides that the

FROM ST. JOHN, N. B.

ed, and it required a couple of hours' work to get the straight away line cleared up to the station.

The tram service of both the Cape Breton electric and the Glace Bay service are completely out of business, not a wheel of rolling stock having moved today. Telephone lines in the city are working fairly well in some places with a few of the connections out of order. The North Sydney lines are hopelessly mixed, and communication between the two towns is disestablished.

The Low Point pilot station reports the wind blowing with awful force in the outer harbor, reaching a velocity of seventy-two miles per hour.

INTERCOLONIAL RAILWAY

ON AND AFTER TUESDAY, JAN.
15th, 1907, trains will run daily (Sunday excepted) as follows:
TRAINS LEAVE ST. JOHN.
No. 6.—Mixed train to Moncton.. 6.30

