# PARLIAMENT TAKES TWO MONTHS' REST

## Will Meet Again on July 18

### Reciprocity Treaty the First Matter to Be Dealt With

### Interim Supply Bill Passed After Much Wrangling by Tories, Who Broke Away from Their Leader's Control—Borden Keen to Pass Halifax Estimates.

Ottawa, May 19—The opposition wound up the last day before the adjournment of parliament until July 18 with an illuminative display of characteristics. Leaving the house at 2.30 this morning, having held up supply for over an hour, they returned at 11 apparently in no better frame of mind. Early in the morning they drifted into an unedifying snarl, with Mr. Lennox in the speaking part, when Mr. Knowles, in the course of a vigorous address in support of Hon. Frank Oliver's bill providing for the appointment of a commission to operate the terminal elevators on behalf of the government, as urged by the western farmers, directly accused the whole opposition with having deliberately adopted obstructive tactics for the purpose of blocking a measure of great public importance to all grain-growers.

Mr. Lennox jumped to his feet, shaking with anger. He declared Mr. Knowles was stating what he knew to be untrue. Amid repeated cries of order the Simcoe man continued to shout defiance. He demanded that the word "obstruction" be withdrawn. When order was temporarily restored the speaker pointed out that the word in question was not unparliamentary.

Mr. Lennox essayed to further express himself, amid renewed scenes of disorder. "I assert, and I repeat and I will continue to assert," he shouted above the din, "that the member for Moosejaw dragged in what he knew not to be a fact."

Hon. Mr. Fielding intervened, in the temporary absence of the leader of the opposition, and endeavored to restore some semblance of order in their ranks. Mr. Lennox, he urged, should seek to show fair play. If he desired order maintained he should set the example by observing order himself.

Mr. Lennox started again and during the uproar, in which little he said could be distinguished, used the word "buffoon," which brought Mr. Bureau to his feet to ask a ruling upon that expression.

Mr. Lennox denied applying the term, while Mr. Bureau, the denial ending the matter, observed that the member for Simcoe had "taken backwater as usual."

#### Bill Held Up.

By this time trouble seemed to be brewing fast, but the return of the Conservative leader, who augmented Mr. Fielding's efforts, resulted in the restoration of order. Hon. Mr. Oliver urged the adoption of the measure in order that the grain commission would be appointed in time to apply the act to the handling of this season's crop. The minister of the interior added that if the opposition allowed the bill to pass it might be possible to have a sum put in the estimates at once with which to buy the elevators.

Messrs. Haggart, Campbell, Schaffner, Bradbury and Lake, all western Conservatives, protested against the passing of the bill. They argued that they had not had sufficient time to study its provisions, notwithstanding it had been discussed in the senate for some weeks, and sought to evade responsibility for opposing its adoption by a pretence that it would fall short of government operation.

Hon. Mr. Fielding regretted the course adopted. He had expected that the measure would have been non-contentious, as it was designed solely in the public interest and in accordance with the representations made by the farmers as to the injustice at present suffered. As, however, there was apparently no probability of the opposition permitting progress, and as hours and minutes were now valuable, he regretfully allowed it to stand over.

#### Tories at Loggerheads.

Then the house went into supply—and the overwrought opposition went to pieces. There were attempts to hold up votes, and counter urgings to have them passed. Conservatives challenged the position of one another from their seats in the house, the whole becoming a tragic exhibition of methodless madness, when their leader temporarily left the floor with Hon. Mr. Fielding and some of the ministers to meet Hon. W. J. Bryan, who visited parliament and was received by the speaker.

Mr. Lancaster, for the time being, elected himself leader of the opposition and challenged every item submitted by Hon. Mr. Pugsley for summer work upon public works. The tragedy became comedy with Mr. Borden's unexpected re-entry and his prompt contradiction of the Lincoln man.

The minister of public works had reached the limit of his list. Mr. Lancaster had shouted an emphatic "No," when asked whether it was the intention to let any of these votes go through.

"If the leader of the opposition made that statement I should have to accept it," observed Dr. Pugsley. "Has the honorable member authority to speak for him and his party? The responsibility for failing to pass these votes, which are required immediately for the public service, is not mine. I must refuse to give men orders to go ahead when I know they will be wanting the money due them for their work and we will not have it to pay them."

"All right," said Mr. Lancaster.

"Then I am to understand that of all these selected necessary public works in Nova Scotia, New Brunswick, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, every item is objected to?" finally asked Dr. Pugsley.

"Yes," repeated Mr. Lancaster.

#### Borden Calls Down Follower.

"Not at all," observed Mr. Borden sharply, entering and walking to his place. He added that if the minister had any special items to submit they would be dealt with as far as time permitted. There was no objection to the votes if there were sufficient opportunity for discussing them.

"We certainly do," declared Mr. Lancaster a few moments later when, on another obstruction, the minister repeated his question.

"We don't object to any," promptly contradicted Mr. Perley, the chief whip, who proceeded to say that the minister was himself to blame for the trouble the house was now in. He should have submitted his estimates before.

#### Held Up Since November.

Dr. Pugsley reminded the house that he had submitted them last November and that Messrs. Reid and Currie had then and subsequently objected to proceeding with public works supply, asking for other estimates first. It was, according to letters of the officials of the department, which he read, absolutely essential to progress in these public works that the vote should be passed. He was not going to put men to work without being able to pay them.

Mr. Perley said the minister was trying to put the opposition "in the hole" by confronting them with the alternative of blocking public works and the responsibility of passing them without discussion.

This Dr. Pugsley stated was far from his intention. "It would be indeed cruel," he observed, "to put the honorable gentlemen deeper in any hole."

An amusing incident occurred when Hon. Mr. Graham submitted his vote of $145,000 for subway protection for level crossings on the Intercolonial. Mr. Lancaster rose and began to object, and as suddenly subsided when he discovered that it meant the termination of the level crossing against which he has so often inveighed.

#### Borden Keen for Halifax Vote.

Equally amusing was the position in which the opposition leader found himself on the vote of $600,000 for terminal docks at Halifax. Hon. Mr. Graham added that the government had now under consideration enlarging the plans which would probably increase the cost by $200,000. Mr. Borden approved. There was no doubt of the necessity and the promptness with which the work should be done. He had no objection to the whole vote.

Then Dr. Pugsley countered. He had no objection to the vote, but he reminded the opposition leader of his argument that it was needless to pass money not required before July 18. It would be impossible to spend the whole of that amount before the date mentioned. He did not see, in view of Mr. Borden's position in this vote, how he could consistently refuse other estimates, equally urgent, totalling only one-third of the amount asked for Halifax.

#### Interim Supply Bill Passed.

At the night session the interim supply bill of $17,000,000 and the bill providing for the increase in salaries of post office staffs were passed, and Hon. Mr. Graham submitted his resolutions authorizing the leasing of Intercolonial branch lines, which he asked the members to consider during the recess.

Hon. Mr. Emmerson said he might be pardoned a little elation upon the government's adoption of the absorption principle, which he had long urged. He desired to submit, for the consideration of the minister of railways, extensions of his resolutions in the interests of the Intercolonial, which included the interests of the whole country and the interests of the communities which the branch lines in Cumberland county, Nova Scotia, and take the power of expropriation in respect to all the branch lines. This would protect the interests of the Intercolonial and secure lines not secured under the minister's present resolutions. To the extent in which these feeders might be secured by the private railway corporations, to that extent would the Intercolonial be depreciated in value. In New Brunswick there were many valuable feeding branch lines which should be included. He asked the minister to consider his suggestions.

Mr. Turgeon, Restigouche, congratulated Hon. Mr. Emmerson on the adoption of a policy which he was the first to suggest, a compliment which Hon. Mr. Graham applauded.

#### Adjournment Till July 18.

Following concurrence in the measures passed Hon. Mr. Fielding moved the adjournment of the house till July 18.

"I hear a well-defined rumor," said Dr. Sproule, whose humor instinctively reminds one of a land roller in an automobile race, "that our friend, Miss Reciprocity, has suffered nervous prostration and has suspended animation. May I ask the leader of the house if that is the case?"

"My hon. friend has the unfortunate habit of hearing many rumors which have no foundation in fact," replied Hon. Mr. Fielding.

Mr. Borden asked what business would have precedence when the house resumed.

"The young lady to whose distress my hon. friend just alluded is entitled to our first attention," replied the finance minister.

# FOREST FIRES AT ST. MARTINS

### Serious Situation and Some Loss—Good Work by A. F. Bentley, M. P. P., and Some of His Friends.

During the last few days forest fires in the parish of St. Martins have burned over a large section of country between Henry Lake and St. Martins, extending through to Wood Lake.

This has been a busy week with some of the lumbermen and residents in the vicinity of the fire. A. F. Bentley, M. P. P., with his usual energy and foresight, drove from Ten Mile Creek on noticing the smoke, and at once secured assistance to prevent the flames crossing the road from Hanford Brook to St. Martins and he closed down the work of loading the barge at the wharf, secured assistance from outside the village, and after two days of hot work, succeeded in preventing the further advance of the flames. Mr. Bentley was ably assisted by Samuel Fownes and Arthur Lowe, who did everything in their power with both men and teams. Fortunately no houses were burned. Mr. Fownes and Mr. Bentley propose sending men along the line of the railway from St. Martins to Henry Lake to put out any fires they may discover after the passing of the train. The fire warden, when appealed to, asserted that his orders were only regarding fires on crown land. Had these fires not been attended to by private parties probably the warden would have a call to crown land before the week passed.

# PUGSLEY INSISTS ON A REAL VALLEY RAILWAY

### Dominion Subsidy Only for Line from Grand Falls to St. John

### Declines to Accede to Hazen Government's Request for Double Subsidy for Road Between Two C. P. R. Points—Stands for Through Line to Be Operated by I. C. R. and Connection With Transcontinental Road.

Ottawa, May 19—Correspondence respecting the St. John Valley railroad was tabled in the commons today. It indicates a desire on the part of the New Brunswick government to obtain liberty to depart from the proposal to have the line run down the valley of the St. John from Grand Falls to St. John.

It also indicates a determination on the part of Hon. Dr. Pugsley to have the line, as its name implies, a thoroughly practical railroad down the whole river valley and giving a connection for St. John with the National Transcontinental at Grand Falls, and at the same time providing a railway service for that populous part of the upper St. John, which is now without adequate railway service.

The return consists of letters exchanged between the New Brunswick government and Hon. Dr. Pugsley, and a letter from Mr. Gould setting out the alleged plans of his proposed company.

The correspondence begins with a letter written in Ottawa on April 28, to Dr. Pugsley, and signed by Messrs. Flemming, McLeod, Morrissy and Maxwell, who were in Ottawa at the time negotiating for a change in the terms of federal aid. The letter says it is written in compliance to a request by Dr. Pugsley, and gives the change wanted in the act granting a subsidy for a railway in the St. John Valley. It quotes the New Brunswick aid act of 1910, stating it provided two plans, one for the guarantee of bonds for a railroad from Grand Falls to St. John or a point on the C. P. R. near Westfield, on condition that it be leased to the Intercolonial; the other for a line from Andover or some other point in Victoria county by Centreville and Lakeville to Woodstock by the St. John valley to the same objective point.

From the interview they inferred that a subsidy would not be granted if a contract were entered into under the latter proposal. They, therefore, asked that the subsidy act should be amended, so the subsidy would be made payable under either of the plans in the New Brunswick act. They state that if they should make a contract for construction under the last plan it would be with reasonable assurance that the railroad would extend through Maine and Quebec and connect with the Grand Trunk near Quebec.

#### More Information Wanted.

On May 4, Hon. Dr. Pugsley replied that after discussing the proposal with the minister of railways, he and Hon. Mr. Graham had come to the conclusion that they should have more information "As to the intention of your government with regard to the extent and location of the proposed railway, more especially as to whether it is the intention to build to the town of Andover or merely to a point in the parish of Andover, and whether it is to be built to St. John or to Welsford or Westfield."

He asked for a definite statement of the points it was intended to have the railway constructed, that a location plan be furnished, that the character of the proposed road be stated, and whether it was to be operated by steam or electricity. Some definite information as to the proposal to extend across Maine and Quebec to a connection with the Grand Trunk at Quebec was asked also.

In reply, Mr. Flemming wrote Dr. Pugsley from Hartland on May 16, enclosing a letter from Mr. Gould, president of the St. John and Quebec Railway Company. He stated that the road had been surveyed and plans and profiles would be submitted for inspection at any time.

#### Mr. Gould's Letter.

Mr. Gould's letter, written from Presque Isle on May 11, was addressed to Premier Hazen, and stated that as information had been asked of the provincial government by the federal government, he would say the aim and object of the St. John and Quebec Railway Company was to acquire, or build and operate, a trunk line from a junction with one or more of the transcontinental railways in the vicinity of the Quebec bridge, through Quebec and Maine, through Washburn and Presque Isle, to a point in the parish of Andover, through Centreville and Lakeville, to Woodstock, and down the west bank of the St. John, through Fredericton, Gagetown and Evandale to St. John, a distance of about 350 miles; the standard to meet the requirements set out in part 3, chapter 6 of the New Brunswick act of 1911, and, where the country would allow, to approach the standard of the National Transcontinental; that the financing of the New Brunswick portion had been arranged in London under the proposed provincial aid, and the portion through Maine had been financed in New York; that the location of the portion in Quebec had not been fixed, nor the financing done; that the Maine construction would be commenced this summer and the New Brunswick section "as soon as the contracts with your government and the federal government have been completed;" that operation would be to the satisfaction of the provinces; that the province and dominion might be represented on the board of directors; that the motive power would be steam; that if construction was to be begun this summer they should be put at once in a position to close with their bankers, and from correspondence with the Dominion Steel Company "I am afraid that it is even now too late to contract for rails to be delivered this season."

A. R. Gould signs the letter as president.

The reply from Hon. Dr. Pugsley, which closes the correspondence, is addressed to Mr. Flemming, and is as follows:

"Dear Sir,—Having further reference to your valued favor of the 16th inst., in reply to my request for further information dated the 4th inst., I am surprised to find that instead of giving me the information desired, you merely enclose a communication from Mr. Gould, as president of the St. John & Quebec Railway Company, stating what are the intentions of his company. You do not even inform me whether or not your government has made a contract with Mr. Gould's company, and as to this I am left entirely in the dark; but for a statement contained in Mr. Gould's letter, that he had made to your government a proposition in February, 1910, which was confirmed on the 25th March, 1911.

"What the proposition was, and whether this statement means that it was on March 25 last confirmed and agreed to by your government, or whether it was merely a renewal of the former proposition, is not clear. Assuming, however, that you intend me to understand that you adopted Mr. Gould's statements regarding the road as being in effect the statement of your government, I am unable to find anything in his letter which would justify me in recommending to my colleagues the introduction of a bill to amend the subsidy act.

"I would point out to you that when a strong delegation, representing the St. John Valley Railway Company and the people of the St. John valley, and on which the provincial government was represented in the person of yourself, appeared before a sub-committee of council, which included the prime minister, this government was urged in the strongest manner possible to agree to operate the railway, when constructed, as a part of the government railway system, upon the basis of paying over 40 per cent of the gross earnings to the province for the purpose of paying interest upon the bonds, and we were assured that the delegation had the authority of the provincial government to state that they would guarantee the bonds of the company to the extent of $25,000 per mile, provided this government would enter into the above arrangement for operation.

"This request was, after careful consideration, acceded to by the federal government, subject, of course, to the approval of parliament, and, as you are aware, a bill has been passed by the house of commons and the senate, authorizing the minister of railways to enter into a lease when the railway will have been constructed. The bill provides that the line shall be first class in character and constructed from St. John to a point of connection with the transcontinental railway at Grand Falls.

#### Proposal Unacceptable.

"In accordance with this decision, and with a view to facilitating the construction of the line, the government, at the last session of parliament, asked that the subsidies for several sections of the St. John Valley line should be revived and consolidated, and a subsidy was provided for the whole line from St. John to Grand Falls.

"We are now asked to become consenting parties to a departure from this plan of construction of the Valley railway, and to request parliament to change the law so as to grant authority to the minister of railways to give a subsidy for a line of railways which might, not extend, upon the north, to Grand Falls, or upon the south, to St. John, but which might simply connect intermediate points, as from the parish of Andover (not the village of Andover) and either Welsford or Westfield.

"This would be such a departure from the policy of the federal government, undertaken at the instance of the delegation referred to, that it seems to me that it ought not to be entertained until, at all events, some earnest effort has been made to secure the construction of a line complying with the terms of the subsidies act, and with the bill for federal government operation as a part of the Intercolonial system.

"So far as has been made to appear to me, no such effort has been made by your government, but, on the contrary, an offer to construct the line made by a reliable and responsible contractor has not been accepted.

#### Federal Operation Best.

"Having entered upon the policy of federal operation of the road, in accordance with what was understood to be the wishes of the people of the St. John Valley, and generally of the province of New Brunswick, as well as the provincial government, I am still of the opinon that this policy should be carried out, and that it would be very undesirable to take any course which could be interpreted as an encouragement to make a departure therefrom.

"I would also point out to you that while it would appear from the letter of yourself and colleagues to me of the 28th ultimo that you desired the subsidy act to be so altered to permit of dominion aid being given to a line from a point in the parish of Andover to Westfield or Welsford instead of St. John, Mr. Gould's proposal, as contained in his leter enclosed in yours of the 16th instant, is to build from a point in the parish of Andover to St. John; so that, even if your government abandons the plan for operation of the line by the Intercolonial railway and accepts Mr. Gould's proposal, there would apparently be no need of changing the subsidy so far as St. John being one of the terminals of the line is concerned.

"Mr. Gould's proposition is, further, to run to a point in the parish of Andover, and thence across to the state of Maine to Quebec. His company, however, has no charter right to go to Quebec, and so far as connecting with one of the existing trunk lines is concerned, his plan does not seem one likely to be realized in the near future, because the Canadian Pacific railway has already its line to the maritime provinces. So, also, has the Grand Trunk Pacific, and the government is taking the right to require the Canadian Northern railway to make an interchange of its traffic with the Intercolonial railway.

"It seems to me that it would be most deplorable, having in view the interests of the province, that a line to be so generously aided by both the dominion and the province should be built from St. John only so far as the parish of Andover and not to be continued to Grand Falls, where connection would be made with the Transcontinental railway, which would thus have a short line to St. John by way of the St. John Valley.

"Having in view all these circumstances, I do not feel warranted in asking my colleagues to make any change in the subsidy act.

"Yours very truly,
"WILLIAM PUGSLEY."

When washing tan-colored clothes or stockings, or the khaki-colored suits, put a little brown dye in the rinsing water and in the starch. One ten-cent package of dye, dissolved in boiling water and then bottled, will last a whole season. Add only a little to the water. Using the dye prevents that washed-out look so common to the khaki-colored suits after laundering.

When the children's books have become soiled the pages can be cleaned by rubbing with powdered pumice stone.

# ROUSING MEETING AT HARTLAND

### F. B. Carvell, G. W. Upham and Isaac Draper the Speakers

### A PERTINENT QUERY

### Federal Member for Carleton Asks Why the Provincial Government Refuses to Accept I. C. R. Operation of the Valley Railway -- Value of Reciprocity Also Dealt With.

Hartland, N. B., May 21—Last evening a large audience gathered at a political meeting addressed by F. B. Carvell, G. W. Upham and Isaac Draper, of Woodstock. Frank Hagerman, the chairman, in introducing the speakers, made several excellent points.

Mr. Draper addressed a public audience for the first time, and dwelt principally with the Valley railway—that all-absorbing question. He drew in a forceful way a comparison between the legislation provided by parliament and the Gould trolley proposition.

The speaker paid a deserved tribute to Carleton's federal member, saying the county had never before had a representative who was such a fighter and zealous worker for his constituency and his province.

Mr. Draper thought the people should in some way make such an appeal as would force the local government to accept the federal offer of operating the railway, and he believed that before long the question must be left to the electorate to decide.

Mr. Upham devoted the time at his disposal to an arraignment of the local government. He feared that in this, Mr. Flemming's "home town," only one side of the story had been told. He drew particular attention to the broken pledges, the absence of the promised tender system, and pointed significantly to the thousands of dollars worth of lumber being at present used on the Hartland and Woodstock bridges, supplied by political favorites.

Mr. Upham pledged himself to do all he could for the assistance of not only the Valley road but the Hartland & Miramichi line, a road needed as much as any.

Mr. Carvell received an ovation. He dwelt briefly on railway matters and repeated the question that is in the mind of the whole constituency, "Why does not the local government accept the offer of the federal government?" He said C. P. R. influence was the only obvious answer.

In discussing reciprocity, Mr. Carvell explained the issue in lucid manner and the attention of everyone of the many farmers present was rivetted on the speaker. Clearly Mr. Carvell hopes the reciprocity question will be left for the people to decide. He has no fear of the result.

On Friday night the store and stock, worth $2,000, of Eddie Gesien at St. Thomas, four miles from here, was burned without insurance.

Today is hotter than any day last summer, and the warmest ever recorded in May, being 90 degrees in the shade. No rain has fallen for five weeks, crops are suffering and forest fires are doing much damage.

# TWENTY-NINE WILL GRADUATE FROM THE U. N. B.

### Twelve of These Are Young Women—Convocation Takes Place June 1.

Fredericton, May 19—(Special)—The encaenial programme has been issued by Chancellor Jones, of the U. N. B., and is practically the same as that followed last year. The graduating class of 1911 numbers twenty-nine members, twelve ladies and seventeen gentlemen. Two students will take degrees in forestry, ten in engineering and seventeen in arts.

Graduating Class.

The graduating class will receive degrees as follows:

Bachelor of science in forestry—Harold C. Belyea, B. A.; Hayward C. Kinghorn.

Bachelor of science in engineering—Henry G. Deedes, P. Arthur Edington, G. Skiffington Grimmer, William H. Hoyt, M. Wallace Jennings, Ralph D. Neill, James B. Palmer, Paul E. Porter, George Percy Rigby, C. Perley Steeves.

Bachelor or arts—Ralph B. Clark, Lillian K. Corbett, J. A. Creaghan, Ruth E. Everett, Pauline P. Fox, Jean G. Garden, Mary A. Gillin, Zula V. Hallett, Charles S. McLena, Mary M. Mitchell, John B. McNair, Marianne G. Otty, Georgie A. Ryan, E. Beatrice Smith, Isabel F. A. Thomas.

The encaenial exercises will be held on Thursday, June 1. The programme is as follows:

10 a. m.—Meeting of the senate.

11 a. m.—Inspection of the equipment of departments in the new engineering and physics building.

2 p. m.—Academical procession formed in Dr. Cox's lecture room.

2.30 p. m.—Chair taken by the lieutenant-governor. Address in praise of the founders by Professor Cartmel.

3 p. m.—Distribution of medals, prizes, and honor certificates, and conferring of degrees.

3.45 p. m.—Address to the graduating class by W. W. White, M. D.

4 p. m.—Alumni oration by Rev. W. H. Smith, Ph. D., Fredericton (N. B.)

4.30 p. m.—Valedictory address by John B. McNair.

# FOR CAMPAIGN ON RECIPROCITY

## WANTS VALLEY ROAD OPERATED BY I. C. R.

### Hon. Mr. Morrissy Takes Sensible View of the Matter

### HIS OPINION

### Thinks It Would Be to the Advantage of the Province to Have Road Run by the Government; Several Bridges Will Be Required, He Says.

(Newcastle Leader).

That an appeal to the electorate at an early date by the Laurier administration with the tariff question the dominant issue is quite probable, is the opinion expressed by the Hon. John Morrissy, chief commissioner of public works, on his return from Ottawa on Saturday morning last. Hon. Mr. Morrissy added that he considered the sentiment in favor of reciprocity strong and he thought Premier Laurier and his colleagues would avail themselves of the opportunity to ascertain the views of the people.

Hon. Mr. Morrissy went to Ottawa on Wednesday of last week with other members of the local government in the matter of the St. John Valley Railway. Apropos of the federal government's intention in the way of aid for the construction of the road, the chief commissioner said that the delegation was given a very favorable hearing and were courteously treated by the Hon. Dr. Pugsley. The conference with the minister of public works was held at 8.30 o'clock on Thursday evening. The project was entered into quite exhaustively, the provincial delegation asking a subsidy from the federal government. Dr. Pugsley displayed much interest in the plans and the suggestions of the members of the local government delegation. The government sought to have the proposition of aid from the federal government. This would permit the local regime to have some adequate statement from the federal administration to couple with its own. The construction of electric system or a steam road was not discussed but it is presumed that the federal aid would hold good in either respect. Dr. Pugsley requested the delegation to place their proposition in writing, which the members complied with.

"What is your own opinion regarding the operation of the railway?" was asked the Hon. Mr. Morrissy.

"I think it would be a most advantageous policy to lease the system, when constructed, to the federal government, and have it operated as part and parcel of the Intercolonial," said Mr. Morrissy. "Of course, that would be on the proposed basis of forty per cent return of the gross earnings to New Brunswick. The project is a large one and demands careful action. That the road would be a welcome asset to the Intercolonial is a certainty and with the return to the province of two-fifths of the earnings we would secure a very good quota."

"What about the bridges on the projected valley railway? Has that matter been discussed?"

"Yes, a number of bridges will be required over the proposed route," said Hon. Mr. Morrissy. "While in Ottawa the Hon. Dr. Pugsley said he felt satisfied that the federal government would lend much assistance in this line. These will be the bridges across the St. John, at the Gondola Point and other sections."

The chief commissioner said that the tariff issue was much discussed in Ottawa. Many were prone to give their views and he found some in favor of the agreement and others opposed to the ratification of the agreement. Still more of those whom he met on the trip strongly advocated reciprocity and he felt the good effects of the proposed trade treaty were developing in strength daily. An election is seemingly a certainty.

# LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letter received. Unsigned communications will not be noticed. Write on one side of paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

### A WARNING

To the Editor of The Telegraph:

Sir,—A pair of wild wood ducks, the most beautiful of all the duck family, have been seen around the vicinity of Jubilee Station for some time past, and are evidently preparing to nest and raise their brood thereabout. They have already afforded much pleasure and interest to a number. This pleasure it might be expected would increase as the season would progress. On Thursday evening while the two birds were feeding in the vicinity of Hammond River bridge some miscreant devoid of the instinct of a sportsman and disregardful of the game law, tried to shoot them. The writer heard the shot and was afterward told by his wife, who likewise heard the report, that she observed the two dear ducks rise from the water and fly off apparently uninjured. Steps are already being taken to ferret out the sneakish offender, and warning is given that the full penalty of the law will be invoked against any who molest these interesting birds during the close season. In fact, it is to be deplored that such a remarkably beautiful bird as the wood duck should be slaughtered at any season of the year, excepting perhaps a few that may be required by the naturalist and taxidermist as specimens. The wood duck is becoming very rare, and unless care is taken may be exterminated from this part of the continent ere long.

Relying on your usual kindness in aiding a good cause, I am.

Yours respectfully,
A HUMBLE MEMBER OF THE NATURAL HISTORY SOCIETY.

St. John, May 19, '11.

## Canada-Wide Series of Meetings

### Stumping Tours By Both Liberals and Tories

### The Possiblity of a General Election Being Held in Canada in the Coming Fall—It is Contingent Upon Two Things.

Ottawa, May 21—Politics, like the weather, will be warm in Canada during the next two months. The word has gone out from the leaders of both political parties for an active campaign in all constituencies on the reciprocity issue, pending the reassembling of parliament on July 18, for the final effort of the government to secure the ratification of the agreement before prorogation.

The opposition members have left Ottawa with the declared intention of forcing the government to go to the country on the issue in the autumn through the lever of obstructing the passage of supplies to carry on the administration.

Before adjournment on Friday they consented to grant an interim supply bill just sufficient for the government's needs up to September. On reassembling they will probably grant supply for another two months, long enough to permit of the passing of the promised bill, redistributing the parliamentary seats, according to the figures of the June census. Then the government, with an empty treasury and the public service thereby disorganized—an admitted handicap in an election campaign—would have no recourse but to appeal to the electors to break the deadlock.

#### Liberals Confident.

The government and the Liberal majority in parliament, confident that reciprocity commands the support of the country as a whole, are not disposed to let the opposition hold up the government's programme any longer than is absolutely necessary to justify a prompt appeal to the country and the word has gone out that the Liberal members are to perfect their organizations at once and be ready for a sudden election, if need be, at any time after the house meets again.

Election literature, with reciprocity as the main theme, is now being prepared by both sides, and as the members postal franks are good during the recess it will be sent out in huge volume from Ottawa during the next two months.

#### Meetings Everywhere.

Meetings are being arranged by both sides covering every portion of the dominion. In the province of Quebec, for instance, the Liberal organization has arranged for some 300 meetings. The cabinet ministers will take charge of their respective provinces and will be absent from the capital most of the time between now and July 18th.

Mr. Borden starts on June 15 for a hurried tour of the prairie provinces, addressing some thirty meetings in three weeks, his meetings will be offset by Liberal meetings now being arranged for all the western constituencies.

Hon. Frank Oliver will be in charge of the pro-reciprocity western campaign and it is possible that Hon. Mr. Paterson, who was Hon. Mr. Fielding's colleague in negotiating the agreement at Washington, will address several meetings with Mr. Oliver in the west next month.

That is at present the political outlook. An election is contingent on the United States' senate ratifying the agreement and the opposition finding, as a result of their campaign, that they can make headway against reciprocity. They are already assured of a big campaign fund from the interests opposed to reciprocity, but this is conditional on their preventing its coming into operation.

If the American senate fails to ratify the agreement or hitches it up with amendments onerous to Canada then the chance for freer trade between the two countries will have been lost, for the present, at least, and parliament would probably speedily prorogue to take up other business at the opening of the next session in November.

# SENATE PASSES ST. JOHN VALLEY RAILWAY BILL

Ottawa, Ont, May 19—The senate this morning passed the St. John Valley Railroad bill without amendment. It authorizes the Intercolonial to lease and operate the line as soon as it is built.

### A CONCURRENT OPINION

Hon. John C. Bell, attorney-general of Pennsylvania, tells the following story:

In many of the interior counties of Pennsylvania there are lay judges to assist the law judges in disposing of miscellaneous cases. Several years ago a bill was introduced into the legislature to abolish the office of lay judge. Mr. ——, himself a lay judge, appeared before the senate judiciary committee at Harrisburg, which was considering the matter.

His argument was this: "There is before your august body a bill to abolish the office of lay judge. I am in favor of its passage. For ten years I have been a lay judge myself, sitting day by day with a judge learned in the law. In all he does all the work and I have none. In all these years I have only once been asked for a concurrent opinion and that was last week, when, after listening for two lawyers argue an equity case for three days, my colleague turned to me and said, 'Judge, don't these gol durned long-winded lawyers give you a pain?'"—Metropolitan Magazine.

WANTED

WANTED—Young men of ... ter and health to engage ... at The Provincial Hospital, ... B. Apply to the Medical Su...

WANTED—A general maid ... two. Apply by letter ... Mrs. R. E. Puddington, Roth... 402

WANTED—Girl for general ... in small family. Referen... Address, Mrs. Roy O. Skinner ... street, St. John, N. B.

WANTED—A housemaid wi... Apply to Mrs. W. J. Sta...

WANTED—A cook and ... Apply by letter, with r... Mrs. Daniel R. Robertson ... N. B.

WANTED—Thoroughly cap... general work in family ... to California. Good salary gu... passage paid. Apply Mrs. J... inson, 11 Crown street.

WANTED—By first of Apr... ienced girl for general ho... children; good wages; referen... Apply to Mrs. Brock, Roth... 521-3 tf-sw

WANTED—A second or ... teacher to commence sch... District rated poor. Apply, s... to N. H. Johnstone, secretar... Settlement, N. B.

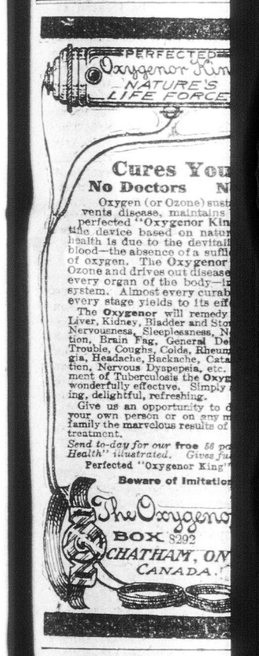
WANTED—A second or th... male teacher for North ... parish of Petersville (district ... Apply, stating salary, to W. I... retary, Clones, Queens county

WANTE...
A woman to do the ... country house. No ... Twenty dollars a month ... petent person. Apply ... R. Scovil, Gagetown.

AGENTS WANT...

PORTRAIT AGENTS—Wr... able men we start in bus... own, and give credit. Merch... Co., Limited, Toronto.

RELIABLE Representative ... meet the tremendous de... trees throughout New Bruns... ent we wish to secure three ... men to represent us as local ... agents. The special interest ... fruit-growing business in Ne... offers exceptional opportuniti... enterprise. We offer a perma... and liberal pay to the right ... & Wellington, Toronto, Ont.




For a Few ...
Until the Bell Building is ... friends will find us at the ... Church, nearly opposite our ...
We will have ample accom...
Come and see us.
THE ST. JOHN Business COLLEGE
S. K...

A PRESBYTERIAN CHURCH ...
Building at Nerepis D...
Forest Fires—Rain Great...
Mon...
The forest fires at West... and Brown's Flats were yest... to be under control. On Fr... Presbyterian church at Ner... ed to the ground, the onl... being the organ. The buil... near the settlement, caugh... flying from the burning w... badly needed, however, to... fires entirely.
A telephone message from ... mond House last night to ... was that the forest fires o... were all out. After hard ... had succeeded in getting ... thick fog had the effect o... flames and making them ea...
Mr. Murdoch said last ... damage had been done to ... by the fire behind the Haw... There was no valuable lum... land to burn and in fact ... burned was a lot of dry ... bish which had been left ... men when they cut over ... ten years ago. No building ... ed and the city telephone ... In his opinion the propert... than it ever was.
When ironing with gas, ... side by side, then put on ... of each. This will heat fo... burner.