

BUDGET DEBATE IN THE HOUSE OF COMMONS

F. B. Carvell Shows a Change of Front on Tariff Question.

BLUSTERS NOW FOR VERY LOW TARIFF

Dr. Edwards, Replying, Shows Carleton County Member has been Most Inconsistent—Finance Minister Aply Answers to Critics.

Special to The Standard.

Ottawa, May 22.—The budget debate came to an end in the Commons this evening with the reply of Hon. W. T. White to the criticisms of Liberal members raised during the last two days. He admitted that the present tariff, which was adopted under Liberal rule in 1907, contained many anomalies which should be removed. But he reiterated his declaration that tariff revisions should be made only at stated intervals and that then they should be general revisions. He commented upon the fact that the opposition had in general terms accused the ministry of extravagance but had avoided criticism of any specific items of expenditure. He also expressed the opinion that under the present tariff the cost of living had increased and that the phenomenon in Canada was not due solely to the Canadian tariff.

F. B. Carvell of Carleton, N. B., found himself able to sing the old low tariff songs which for fifteen years he could not sing. He called justly for tariff reductions to send the farmers higher prices and to the consumers cheaper food stuffs. He spoke at both morning and afternoon sessions and occupied about three and a half hours.

Hon. Frank Oliver took the safer course of explaining "We are not asking for free trade, but for freer trade and lower duties."

A feature of the day's debate was the vigorous manner in which Dr. Edwards of Frontenac replied to Mr. Carvell, the arch-blusterer of the house. Some time was spent in committee of ways and means and changes proposed by the Finance Minister.

The house then resumed the consideration of the Bank Act. The charge that the Canadian Pacific Railway was importing Russian laborers under contract and transporting them under armed guard was brought to the attention of the house at the morning sitting by W. E. Knowles of Moose Jaw. The charge was made by the Trades and Labor Council of Moose Jaw, the allegation being that only in April the C. P. R. took through the district of Boharn a trainload of Russian laborers in locked cars, under guard by armed men in uniform, that the men were improperly fed and refused their liberty and attempted to escape by jumping from the moving train, some of them being injured, that the guards fired upon them, that seventeen were admitted by the C. P. R.

Premier Borden replied to Mr. Knowles that he had not investigated the case before but would investigate it. F. B. Carvell of Carleton, N. B., who said that in the first place he could not comment on the paying off of the national debt, if it meant injuring the people. At the same time, he announced that the Conservatives intended to eat up the surplus as fast as they could and not to pay off the debt.

He said that the expenditure of ten millions on the militia was downright robbery. He did not believe that the two million dollars of the appropriation went to the men; the bulk of the vote went to the "dukes and warlords now running the militia." (Laughter) Dealing with the argument that a protective duty on agricultural implements was necessary to offset the duty on raw materials; Mr. Carvell said the duty did not amount to more than \$2 per ton, and there was not a machine that weighed half a ton. Of course," he added, "they do pay also a few cents to cover up the defects." (Laughter).

Strong for Free Trade.

"Who made the tariff?" asked Col Currie. "Why we did," Mr. Carvell replied, "and I'm finding fault with it. What may have been necessary five years ago is not necessary today. When we have a big surplus it is not necessary to tax the people to that extent.

"Reduce the duty and put the people in a better position to buy and they will buy more," concluded Mr. Carvell. "It will be better also for the manufacturers themselves, and more honest than acting as they do now as highway robbers so far as the laboring man is concerned." Mr. Carvell pointed out that con-

ARCHITECT PLANS WILL NOT TAKE RESPONSIBILITY

For Possible Damage by Montreal's New Filtration Plant—Says Designs and Plans Do Not Ensure Safety.

Special to The Standard.

Montreal, May 22.—Charging that the designs and plans of Montreal's big filtration plant, being built at Verdun, are not such as to ensure the safety and permanency of the structure, Mr. Norman McLeod, the contractor, is, this afternoon serving a protest on the city.

Mr. McLeod declares that in proceeding with the work according to the designs, plans and specifications furnished by the city and its engineers, he does so under express repudiation of any liability for any failure of the structure in whole or in part, or lack of efficiency of the same when completed, due to defects in the design or plans, and holds the city liable for any damage which may be suffered or sustained by him by reason of such defects in the design or plans.

Conditions were different in 1913 as compared with 1900 and what was good in the earlier year was not necessarily good now in the way of tariff policy. He alluded with pride to British preference, which he said was the best of the most to Canada in the reduction of the cost of living. The Liberals had rested content with that, but had decided to go further when they were driven from power. "But I do not regret that," said Mr. Carvell, "I would rather be in opposition on a principle of reducing the cost of living to the people than be in power taxing them more than is necessary."

Mr. Carvell was in the middle of his speech when the house rose at one o'clock.

A Play for the Farmers.

Mr. Carvell resumed his speech in the afternoon by referring to the reduction of duty on farming machinery. Last year such machinery, including traction engines, represented the value of \$13,028,327, with wagons at \$772,025, and gasoline engines \$2,864,692, a total of \$16,665,044, which \$3,372,000 had been paid in duty. That meant that farmers were paying one fifth more than they ought for their machinery. Referring to engines and automobiles, Mr. Carvell claimed that they should be on the free list as automobiles were cheaper in the United States than in Canada. His attention was called to the fact that the duty on automobiles was much higher in the States than in Canada but he failed to see the point.

After a further attack on the tariff committee that the Fielding duty of 12 1/2 per cent on farm implements was reduced to 10 per cent, he made a plain motion in regard to a single clause of the tariff, made in committee, to reduce the duty on eggs and butter when he was reminded of his promise to say what he would do.

Abuse But Not Argument.

"The first thing I would do," said Mr. Carvell, answering Mr. Thoburn, the woolen manufacturing member of Selkirk, "would be to give you one half duty on cheviot wool." He next declared that he would make every item of foodstuff imported from the United States free. He would increase British preference but not at the cost of Canada's life blood. Mr. Bonar Law and the Unionist party of England had been obliged to relinquish the scheme for taxing the people's food in order to give preference to colonial products.

Mr. Carvell further said he would increase the duty on wool to that of a one-horse woolen mill with antiquated machinery so that he would have to put in new machinery and do business on sound business principles or go out of it altogether.

As to the question how much to reduce these duties I don't know," admitted Mr. Carvell, "that is the duty of the minister."

He went on to ridicule the modifications in tariff especially on sugar, saying that the West Indian trade treaty was a runaway team turned that corner on the free list for the next ten years. Canada, he declared, was the civilized country to tolerate high protection.

Carvell Roundly Scolded.

Dr. Edwards, of Frontenac, congratulated the Finance Minister upon the excellence of his budget speech, which was such, he said, as to render serious criticism impossible from the opposite side. As was to be expected, however, Mr. Carvell in his remarks upon the condition of the woolen industry had made a personal attack

NOW SEEMS SURE THAT LIBERAL SENATE WILL KILL "NAVY AID BILL"

Special to The Standard.

Ottawa, Ont., May 22.—The Laurier agents in the Senate are encountering difficulties. The group of Ontario Liberals who, from the first, have been disposed to stand up against the slaughter of the Navy Bill are threatening to revolt. They do not rely on the responsibility which has been thrust upon them by the Laurier emissaries. They do not like the activity of the Nationalist allies of those who sought to kill the bill in the House of Commons and are now determined that actual aid should be done to death in the Senate.

The presence of Armand Laverge feat.

SCIENTIST STARTS TO JOIN STEFANSSON TO BE PROSECUTED

Dr. Anderson, Zoologist, Leaves New York for Victoria—Will Spend Brief Time in Ottawa.

New York, May 22.—Dr. R. M. Anderson, zoologist and second in command on the Stefansson Arctic expedition, left here today for Victoria, B. C., to join the party gathering for the northward voyage next month.

He went by way of Ottawa for a brief stop at the capital of the Dominion, where government is financing the expedition.

Mrs. Anderson accompanied the scientist, and will travel with the expedition to Alaska. Stefansson is buying himself with special preparations for departure and will leave in three or three days for the Pacific coast.

Mr. Thoburn, when whom," added Dr. Edwards, "no more respectable than the man who has been in the house, and when approved for it the member for Carleton had answered, "Well I stand for that," said Dr. Edwards, "was characteristic of Mr. Carvell, as was his talk of highway robbery" and the like. Mr. Carvell was heard to say his generosity either in the house or out of it. The hon. member's largeness of heart will never rapidly evaporate.

Carvell's Inconsistency.

Dr. Edwards went on to say that Mr. Carvell had declared he had never had a chance to ask for a reduction of duties on farm machinery on its merits, but that he had taken part in a mixed up with motions of non-confidence in the government.

The record showed that in April, 1907, Mr. Carvell had moved in committee that the Fielding duty of 12 1/2 per cent on farm implements be reduced to 10 per cent, and that a plain motion in regard to a single clause of the tariff, made in committee, to reduce the duty on eggs and butter when he was reminded of his promise to say what he would do.

The member for Frontenac recalled the speech of Dr. Edwards, "an individual who wrapped themselves in the Union Jack." "I, as one British subject," declared Dr. Edwards, "am not ashamed to wrap the Union Jack around me at any time or place. It becomes a matter to sneer or jeer whenever the British flag is mentioned." (Hear, hear.)

Hon. Frank Oliver said that the Senate had not killed the government's bill to establish a tariff commission. (Laughter.) It had merely amended the measure to require that any interest asking an increase in protective duties should show its profits and give its reasons. The Edmonton member said that the budget was satisfactory in so far as it disclosed the prosperity of the country. When there was stringency in the money market, a high cost of living, and a lack of individual prosperity, aid by side with the property of the treasury, the Finance Minister should make some enquiry.

Finance Minister's Reply.

Hon. Mr. White said at the outset it was the orthodox position of the opposition to make the charge of extravagance against the government. There had not, however, been any exception taken to particular items in this regard and the junior member for Halifax had not objected to what was proposed for Halifax in the way of terminals.

In regard to Mr. MacLennan's ideas on reduction of taxation, Hon. Mr. White pointed out that Canada was a low tariff country. "We have a large and comprehensive program," he said, "and it seems to me that to attempt to reduce taxation to any extent, in any way, would do us no good."

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Highway Bill Strangled By Same Methods As Last Year.

SENATOR DOMVILLE BOLTS ON VOTE

Liberals Amend Bill to Have Money Spent as per Population of Provinces—Sir George Ross Usurps Functions of Government Leader.

Special to The Standard.

The Senate Liberals today carried out part of the programme set for them by their friends in the lower House. They strangled the Highway Bill. The method adopted was the same as was employed successfully last session. The measure was amended to provide that the appropriations must be spent according to population.

Senator Domville bolted when the votes were taken. There was considerable discussion on the constitutional question as to the right of the Senate to amend such a bill at all, but in the end a money bill.

Senator Baird, the chairman in committee, ruled against an amendment, but was promptly overruled by the Liberal majority. Finally, when Senator Loughheed refused to move the third reading of the bill as amended, Sir George Ross took upon himself the responsibility of government leader and moved the third reading. His right to do this was immediately attacked on a question of order, and Speaker Lantry will decide the point tomorrow.

Ottawa, Ont., May 22.—The Senate spent today with the government's bill for the improvement of highways. In the morning, after a long discussion, it gave the bill second reading. In the afternoon it took the measure up in committee and proposed an amendment along the lines of that which offered last year, providing for the distribution of highway aid money among the provinces, according to their population.

In the evening the amendment was adopted and it will be for the government now to say whether it will accept the amendment or drop the bill as it did last year.

Senator Bostock asked a series of questions concerning the Rainbow and was given answers by the government leader, Mr. Loughheed. He inquired: "Are the instructions given to abandon the Rainbow as an active unit on the Pacific coast?"

The reply was "No." The same answer covered the question, "Are the men to be paid out of the Rainbow?" "The men to be removed from the ship? Are the guns to be dismantled? Is the intention of the government to sell the Rainbow?"

The bill amending the railway act by increasing the salary of the chief of the railway commission and providing compensation where railway terminals are moved was slightly amended in committee by Hon. Mr. Loughheed. The bill was put through committee.

The bill amending the Conservation Act and the bill creating the national gallery of Canada were put through committee and given third reading.

The Highways Bill.

In committee on the highways bill, Sir George Ross said the senate had not rejected the bill but had amended it only Senator Daniel had hardly quoted sufficiently to be altogether fair. Sir George said he had not stated that this bill would be used for corrupt purposes. However, as presented to the senate, it seemed capable of being so used and the government should thank the senate for amending it so as to remove temptation from its way.

Sir George said that the senate did not blindly follow their party. He himself, when the late government was in power, had moved the rejection of a government bill for co-operative banks favored by Hon. Mr. Lemieux and that bill had been rejected by the senate. The opposition in the senate would not act in a partisan way in making a proper amendment to this highways bill.

Senator Kerr offered an amendment to the Highways Bill a subsection providing that "The sum of money voted in any year to be expended under this act shall be apportioned among the several provinces of the Dominion in proportion to the population of such provinces respectively as shown by the preceding census."

He said that this was practically the same amendment which had been made by the Senate last year, and which the government had failed to accept, although it admitted then, as it did now, that the principle was a proper one.

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INCOME TAX SECTION TO GO THROUGH UNAMENDED

AUSTRALIAN MEAT MARKET IN THE U. S.

San Francisco Gets Large Shipment of Antipodean Meats—Can Be Sold Lower Than Native Product.

Special to The Standard.

San Francisco, Calif., May 22.—One hundred and ninety-two thousand pounds of meat, veal, beef and mutton arrived at this port today on the steamer Sonoma from Australia. This is the third shipment of meat received from the Antipodes in the campaign to combat the high prices asked by local wholesalers. The meat is consigned direct to retailers, George F. Richards, who represents the Australian shippers, was a passenger on the Sonoma. He comes to this country to investigate the facilities for storing frozen meats on this coast and also will go to Chicago.

In speaking of the shipment of meats to this country, Mr. Richards said: "We are prepared to ship all kinds of meat from Australia to the United States and an unlimited amount of butter just as soon as we find it can be cared for. We can place Australian meat and butter on this market at present transportation rates so that it will sell at a good profit, at a considerably lower figure than the prevailing rates."

MINERS IN COBALT WILL VOTE ON STRIKE

Majority of Union Opposed to It—Socialists Wing of Party Are Urging on Others to Strike.

Special to The Standard.

Cobalt, Ont., May 22.—The Cobalt branch of the Western Federation of Miners on Sunday next will ballot on the question as to whether a strike shall be called.

The proposal to take the ballot was twice voted down, but was eventually carried. Of the thousand men in the union, the great majority are opposed to a strike. The strike is being strongly agitated by the Socialist wing of the party, who are urging the men to cease work out of sympathy for the Porcupine strikers.

The statement that when the eight-hour bill comes into operation there will be no increase in wages, positive assurance is given by mine managers employing seventy-five per cent of the men that no reduction will be made under the next act. On January 1st next the men will have a shorter working day by two hours than they have hitherto had and without a sacrifice in wages. The oldest members of the union are very much averse to a strike but since the decision to take a ballot the socialist have been busy enrolling every new arrival in camp.

FARMER MAKES CLAIM FOR LARGE ESTATE

London, Ont., May 22.—James Plaskett, of London township, a wealthy farmer, is proceeding through his solicitors, Messrs. McPherson and Perrin, to obtain possession of certain lands near London, England, which he is firmly convinced he can establish his hereditary right to.

The lands are twenty-four miles from London, England, and for some years have been leased to Lord Alton. The estimated value of the estate exceeds \$365,000, and the annual revenue is about \$75,000. In addition to this there is a cash fund of more than \$50,000.

QUEBEC FACTORY GUTTED BY FIRE.

Quebec, Que., May 22.—A boot and shoe factory at Turgeon and St. Valier street, formerly occupied by The James Mutt Co., and now operated by MA Ludger De Chene, was damaged by fire this morning. Damage to the extent of \$17,000 was done. The buildings and contents were fully insured.

Senate Considers it Has Been Sufficiently Revised by House.

INSURANCE PEOPLE ARE LOUD IN PROTEST

Peculiar Situation Arises Out of Proposed Change of Tax on Raw Ivory—Cotton Exporters Claim it will Mean Death of Boston Trade

Washington, D. C., May 22.—No amendment to the income tax section of the Underwood tariff bill is likely to be proposed by the Senate Finance Committee or Democratic caucus according to leaders who have considered that part of the bill in hand.

Senators Williams, Shively and Gore have the income tax in hand. Though their room is piled high with protests and suggestions from many sources, the measure is believed to have been well handled in the house and the objections made to it in its original form are thought to have been sufficiently met in amendments before the bill passed the house.

Among its loudest protesters coming now are those from mutual insurance companies, conducted for profit, but the house amended the original bill as relating to insurance companies and insurance policies and the senators on the finance committee after a study of the bill, believe that it is sound.

Complaints from railroads and other holding companies that the law will tax them twice on dividends paid, are reported to have been held unavailing by members of the finance committee and insurance policies and the senators on the finance committee after a study of the bill, believe that it is sound.

The revision of the tariff on raw ivory proposed in the Underwood bill before the Johnson sub-committee disclosed an unusual situation. Representatives of cotton exporters in protesting against the proposed twenty-five per cent duty on tusks, declared it would break up their barter trade in cotton with African tusk dealers. For several years they have been shipping thousands of dollars worth of cotton to the African traders and bringing back in payment thereof ivory tusks which they in turn sold to piano manufacturers. It was claimed that with a duty on ivory Italian cotton traders would get this business.

TWO MEN CLINGING TO VESSEL'S HULL

Unidentified Sailing Vessel Wrecked Far from Oregon Shore—Several of Crew May Have Drowned.

Marshfield, Ore., May 22.—An unidentified sailing vessel lies a wreck off the mouth of the Rogue river. It was reported late today that two men were clinging to the capsized hull, which is a mile and a half from shore, but the fate of the rest of the crew is not known. After the receipt of this news the telephone line between Marshfield, Oregon and the scene of the wreck, sixty-five miles distant, became disabled, and no further news is expected until the return of Capt. Johnsen and the Bandon life saving crew.

FIVE LIVES NOW FROM VANCOUVER TO EUROPE

Vancouver, B. C., May 22.—The British steamer Flinthar, which reached Vancouver late today, from London and European ports, via the Orient, is the first vessel to come here under the auspices of the Royal Mail Steam Packet Co. Her presence means that this port has now five regular lines with Europe.

CRUISERS AT HALIFAX

Halifax, N.S., May 22.—H. M. S. Malpene, second-class cruiser, arrived tonight from Brazil. She will coal and remain in port till the month when she proceeds to England. The United States revenue cutter Morrill arrived today on her way to the Great Lakes. The Morrill coasts here.