

Tory government to stand pat in fiscal matters. The time must soon come when the demand for an increase in the British preference will be too strong to be resisted. And how long under present conditions can Mr. Borden afford to keep a duty on farm implements and farm machinery?

The tax rate in Halifax this year is \$1.90 as compared with \$1.94 last year. It would have been higher this year had not the assessors increased the valuation of property by \$1,800,000. Following the same course here, but carrying it a little nearer its logical conclusion, St. John's rate should easily be kept at a comfortable level. We shall know presently how nearly the commission and the assessors have lived up to the idea of making some redistribution of the tax burden, and what approach they have made to equity. Taxation reform needs more attention in St. John, and the appearance of this year's tax bills will enable the public to see whether the progressive idea in taxation matters is going to be followed. St. John should now be beginning the gradual exemption of improvements from taxation.

GOOD PROGRESS BEING MADE IN THE SURVEYS

Suburban Railway Company to
Have Definite Plans for Com-
missioners in Near Future—
Four Parties at Work.

Saturday, Apr. 12.
The city commissioners met representatives from the Suburban Railway Company yesterday afternoon and talked over street railway matters generally. There was no definite proposition made to the commissioners, but as soon as the preliminary surveys have been completed the railway people will submit a definite plan of the work to be done.
Percy W. Thomson told The Telegraph on night that fairly good progress was being made with the surveying work and that about six miles was covered each day by the four parties. (When the different routes have been gone over the engineers and the directors of the company will decide on which line will be started first.)
The city commissioners will then have a chance to say just what they will do in regard to the use of the streets and regulations of the traffic.

FROM ALL OVER THE MARITIME PROVINCES

(Continued from page 3.)
Miss Jennie Sullivan is spending a couple of weeks in Moncton with her aunt, Mrs. James Brown.
Among those who are attending the show at Amherst this week are Mr. and Mrs. Spicer, Mr. and Mrs. Lawrence Fullerton, Miss Alice Smith, Miss Atkins, H. C. Jenkins, C. E. Day, Miss Gilson and Miss Cameron.
Mr. and Mrs. Manning Osborne, of the Ogden have been spending a few days at the latter's parents, Mr. and Mrs. G. Pugsley.
William Lavers has gone to Kingston, N. B. to visit his sister, Mrs. Lawrence. Walter Galloway arrived home from Digby as week.
Joseph Lavers, of Southampton, spent today in town with his sister, Mrs. Canham.
Howard McKay, of St. John, is visiting a mother, Mrs. McKay, at her home. Captain and Mrs. W. F. Durant, Jr., have returned from Boston where they were absent for several weeks.
Miss Bertha Ross, of Athol, is visiting her aunt, Mrs. J. G. Holmes.
Miss Beesie Kirkpatrick has been visiting friends in Port Grenville for the past week.
David Lavers is spending the week at his home in Southampton.
Will Walsh is spending a few days in Moncton visiting his uncle, Mr. James White.
Miss Nellie Gulderson has returned from Oxford, where she has been visiting her sister, Mrs. Jeffers.
Mrs. George Jeffers entertained the members of the Methodist choir at her home. Lakelanders one evening last week. A most enjoyable evening was spent.

AMPTON COUPLE'S WEDDING ANNIVERSARY

Hampton, N. B., April 11.—A most enjoyable evening was spent tonight at the home of Registrar F. M. Sproul, it being the thirtieth anniversary of his wedding. Some thirty people, self invited, were present and singing, recitations and games were participated in and heartily enjoyed. The evening Sheriff Freeze presented the couple on behalf of the donors with address and a bouquet of thirty carnations, and a china tea set.

The white of an egg, whipped stiff, with a ripe banana makes a delicious cream to be eaten on a simple gelatine pudding.

ABE MARTIN

Wherever there's a den there's a nagger, and he'll 'll turnish a hand uniform.

NEW CONTRACT IN ATLANTIC MAIL SERVICE

Mr. Pelletier Explains Arrangement
the Government
Has Made

TWELVE SHIPS TO DO THE WORK

Service Twice a Week in Winter—
Company to Select Their Own Ports
for Landing Mails—Hon. Mr. Pugsley's Questions.

(Hansard, April 7.)
ATLANTIC MAIL SERVICE.

Hon. L. P. Pelletier (Postmaster General).—Before the order of the day are called, I have an important contract which I desire to place before the house, together with the order in council approving of the same. Now it is in my mind to give some explanation of it, but I understand I cannot do so without the usual consent of the house.

Sir Wilfrid Laurier.—Is it with reference to the Atlantic mail service?
Mr. Pelletier.—Yes.
Sir Wilfrid Laurier.—I am sure the house would like to hear it.

Mr. Speaker.—Is it the pleasure of the house that the hon. member have leave to make the explanation.
Some hon. members.—Yes.

Mr. Pelletier.—A contract for the carriage of the mails has been entered into on behalf of the government, by the hon. acting minister of trade and commerce (Mr. Peirce) and myself, as postmaster general. The contract, as I have said, is for the ocean mail service, and I shall make a brief explanation. Up to the present time the Canadian Atlantic mail service has been done with practically only four steamships, and the service has been once a week. Some other lines receive small amounts in connection with the mail service, but, in the past, a great part of the ocean mail service for Canada has been carried on through the port of New York.

We have now entered into a contract under which we expect we will be able to take care of our own Canadian mail service to the mother country. In virtue of the postal union regulation, Canada, like all other countries, takes care of whatever part of its mail transportation it can, and for that part, Canada, or any other country cannot take care of it. It pays to the country whose port the mails leave for their destination, rates which are fixed by the postal union. For the last six years or so, Canada has been paying about \$185,000 a year for the Canadian mails going to England via New York. I am not entering into the details of the contract, but I shall take care of its own mails to the full extent we expect it is now. However, to provide against that, we have entered into this new contract under which, instead of having four steamships leaving Canadian ports with Canadian mails, we shall have twelve steamships.

The New Service.

Omitting any reference to the small auxiliary mail service, the Atlantic mail service for Canada will be done by the four ships: Empress of Britain, Empress of Ireland, Empress of Victoria, and Empress of Canada. The former two, with their two Empresses. Under this new contract instead of a weekly service we are going to have a service three times a week in summer and twice a week in winter, and instead of having four ships performing that service, we shall have twelve. I saw in the newspapers this morning that the contract we have entered into was with one company, which would subcontract it out to other companies but that is not correct. The contract we have entered into is a straight contract with four important companies: The Allan Line, the Canadian Pacific Railway Line, the Canadian Northern Line, and the White Star Dominion Line. For the last six years the Allan Line is going to supply the Victorian, the Virginian, the Corsican, the Tunisian, and until such time as these lines are ready, the Allan Line will put at our disposal the Grampian and the Hesperian.

It is expected that some time in July the splendid palatial ships, Atlantic and the Canadian, will be ready, and will then take their places in this service in lieu of the Hesperian and the Grampian. The Canadian Northern line intends to put on for this service its two Royals, the Royal George and the Royal Edward. The White Star Dominion line is going to put on for the summer service the Laurentian and the Megantic. For the winter service, we shall have the two Empresses, the Empress of Britain and the Empress of Ireland, the Allan and the Canadian, the Victorian and the Virginian, and the two Royals, the Royal George and the Royal Edward. We are also going to have the Tonic, of the White Star (Dominion) line, as a matter of fact to replace any of these ships which may be out of commission or which it is necessary to overhaul. Thus for the winter service we shall have eight ships, exclusive of the Tonic, which will be a spare boat, in order to have a continuous service. The summer sailings will be on Tuesdays, Thursdays and Saturdays.

Sir Wilfrid Laurier.—Where from.
Mr. Pelletier.—The ships can start from whatever port the companies please, provided they do not start from any Canadian port, namely, Montreal or Quebec in summer, and St. John or Halifax in winter.

To Stand on Merits.

Mr. Pelletier.—Halifax or St. John at the option of the contractor, which means that each of the ports will stand on its own merits. We undertake to deliver the mails through whichever of the ports the companies will choose, for both the winter and the summer services. As a matter of fact, for the summer service, the boats will start either from Montreal or from Quebec, whichever is chosen, but the mails will be landed at Quebec, because everyone knows, we can handle the mails at Quebec, and accommodate the public of Quebec much better than if the mails were landed at Montreal. There is a clause in the contract by which the four companies undertake, jointly and severally, to get some other ship in order to replace any one which may for a time be disabled or unable to make the service, so that we have secured for Canada a constant mail service. We intend to have our mails taken over by the Mother Country and mails brought from the Mother Country to this country by Canada and so on, and so on, and so on.

Mr. Pelletier.—The speed of these ships, the number of knots that they can make is mentioned in the contract. Of course, we expect them to give us this service. Sir Wilfrid Laurier.—Are they not bound to give us this service?
Mr. Pelletier.—Yes, the service I have described. The speed is mentioned in the contract, and they are bound, except in case of accident or force majeure, to give us this service. The number of knots for each ship is mentioned in the contract.

Mr. Macdonald.—Is it a better speed than last contract?
Mr. Pelletier.—We shall have two ships, the Atlantic and the Canadian, which give a better speed than others we have in the service. But the point is, that according to the calculations made in our departments, with the speed which these ships are going to give us, and on account of the relatively shorter distance between Canada and Great Britain, we expect to succeed in handling our mails in Great Britain with this service as quickly as they would be landed from the port of New York. As to the winter service, while it is known that the biggest ships are going to give us, and on account of the winter time are taken off for the purpose of special cruising in the Mediterranean and other places, we have succeeded in securing for Canada the best kind of ships which will give us a splendid winter service. And as a result, we expect that the Canadian mails will be handed over on the shores of Great Britain as quickly as they would be through the port of New York.

Mr. Macdonald (South York).—What are the landing ports in Great Britain?
Mr. Pelletier.—They are at the option of the company, either the port of Liverpool or the port of Bristol; with the exception that so far as the Hesperian and the Grampian are concerned, which are only in the service for a short time, they will continue to go to Glasgow under the old contract.

Mr. Pelletier.—But if the different companies receive an equal amount—
Mr. Pelletier.—The amount is divided by fifty-two weeks.

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Mr. Macdonald.—Is there any new condition in regard to speed affecting the vessels other than the new vessels which the Allan are building?
Mr. Pelletier.—Not any greater speed than the ships engaged. We have taken the time of the vessels in which we have the best ships today in the Canadian service. Except the Grampian and the Hesperian, which are only temporary, and which will be replaced by the two new ships, the speed of these ships is the best we have on the St. Lawrence route.

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Mr. Pelletier.—We are not concerned with that; we do not pay them when they go elsewhere in winter. Mr. Macdonald—I understand the postmaster general to say that in the summer time the mails were to be taken off at Rimouski? The mails for the maritime provinces are landed at Rimouski, so that the maritime provinces receive their mails quicker than they otherwise would.

Mr. Macdonald.—Is there any new condition in regard to speed affecting the vessels other than the new vessels which the Allan are building?
Mr. Pelletier.—Not any greater speed than the ships engaged. We have taken the time of the vessels in which we have the best ships today in the Canadian service. Except the Grampian and the Hesperian, which are only temporary, and which will be replaced by the two new ships, the speed of these ships is the best we have on the St. Lawrence route.

Mr. Pugsley.—Are the White Star ships not to be allowed to sail from Port of Montreal?
Mr. Pelletier.—None of these ships are under the contract to sail from a foreign port. Mr. Pugsley—I understand that the White Star ships are allowed to go to an American port in winter.
Mr. Pelletier.—That is correct. The subsidy for ships which are not in the winter service.

Mr. Pugsley.—Does the hon. minister give the subsidy in winter?
Mr. Pelletier.—It is by the week. Mr. Macdonald (South York).—An equal subsidy for each mail voyage?
Mr. Pelletier.—That is correct. The sum of \$1,000,000 is divided into fifty-two parts, and each week will earn its share of the \$1,000,000.

Mr. Pugsley.—But if the different companies receive an equal amount—
Mr. Pelletier.—The amount is divided by fifty-two weeks.

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