PARLIAMENT.

2.

OTTAWA, June 3.-R. L. Borden's resolution in favor of the duty on tron and steel has knocked the government sky high, and all anxiety on the part of the ministers to rush consideration of the estimates has evaporated. To-

of the estimates has evaporated. To-day Blair's railway commission bill was thrown into the breach to help the resolution in the background. Many of the rank and file of the party have been forced to the wall and cannot escape the issue. Unwilling to vate against the government and afraid to oppose the leader of the opposition's motion, they are in a sorry plight. To add to their discomfort, Manager Clouston of the Bank of Montreal and other all powerful magnates are here demanding immediate action in order to save the iron and steel industries. Fremier Murray's visit to Ottawa is said to be also due to the necessity of prompt protection for, the Dominion Iron and Steel Co. Mr. Borden's statesmanilke and timely action has caused a culcatid immediate and timely action has caused a culcatid immediate and timely action has caused a culcatid immediate in form.

statesmanlike and timely action has caused a splendid impression in finan-cial circles, and he has shown a grasp of the country's needs which places the government in a bad light. An early caucus of the liberals is expect-ed in order to consider the situation. "Something must be done quick" is the sentiment prevailing at the capital tonicht.

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Mr. Prefontaine stated that the gov-emment was not aware that the str. Stanley was unfitted for service by her experience last year. Some plates were indented, but these would be re-newed when convenient. Mr. Tarte asked the government when it had new ships to build to give Canada a chance to fender for the work.

Mr. Pope by denunciation of the gen

NOTES. Mr. Casgrain, who has put up a splendid fight for eastern interests, gave notice of the following amend-ment to the Grand Trunk Pacific bill; this country pause and reflect. Would it not be good business, in the widest same of that term for the

BEMI-WEEKLY SUN, ST. JOHN, N. B., JUNE 10, 1908.

MAKES CHILD'S PLAY Page Metal Gates

Single er double-light, strong, durable, econ-omical. Will not sag or get rickety. Fited with self-acting latches, which open either way. A child can open or close in a strong wind-no surface to resist. Best farm gate made. Use Page Fences and Poultry Netting. The Page Wire Fence Co., Limited, Walkerville Ont. Montreal, P.O., and St. John N.B. BRANCH OFFICE AND WAREHOUSE, 57 Smythe Street, St. John, N. B

r. Blair and His Railway Comm Bill-Opening Up New Field o Profit to Ottawa Lawyers (Special Cor. of the Sun.) OTTAWA, June 2.- The governm rinting bureau was the centre of action this week. The employes the printing bureau had an idea t the government was easy, and desp the fact that a government bill y efore the house increasing the scale bureau wages so as to make it equito the scales prevailing in Toronto a mtreal, the printers decided to go strike and tie up parliament. William Mulock, the minister of lab discreetly stepped aside and hand over the trouble to Hon. R. W. Sco who, heing a senator, could not suf from any bad effects that might f low a denunciation of labor unions general. Mr. Scott did not hesitate moment to explain to the print that there was to be no trouble, a that, if necessary, the governme that, if necessary, the governme would bring in non-union printers a dismiss every man who declined come in on the basis of an open sho The men came in. Hereafter, an printer in Canada, whether union non-union, may apply to the king printer for a position and if a vacant prevails he will be qualified to fill t

OTTAWA LETTER.

Government Printing Bureau Pres

Centre of Attraction.

Even the union printers working in city offices here are well satisfied with the change. Heretofore, the member of the local union have nearly all bee recruited from the ranks of printin bureau employes, who, when the wished some further concessions from wished some further concessions fro the government, forced the operative in the city offices to go out on strik order to support something in which they had really little interest. In fu ture the men in the private offices wi be able to conduct their own affair and there will be fewer troubles : the city offices.

the irony of the whole situation lies in the erstwhile claim that the liberal party was the friend of union ism. Sir Wm. Mulock's conciliation and arbitration boards, his own imposing figure as minister of labor, h deputy minister of labor, the editor of the Labor Gazette, with his many as sistants, and the professional labor political agents which have been scat tered all over the country under th auspices of the department of labor are now all revealed in their true light This is the first opportunity the gov ernment has had of showing its rea sympathy with united labor, but it lled absolutely to take advantage of the opening. The representative of th International Typographical Union when he endeavored to secure a settle nt of the trouble, was unhesitating by told that it was impertinence for union men to endeavor to secure re dress when the government had decid ed to say "nay" to their demands. Th minister of labor and his assistan during the entire trouble, were repos ing peacefully at home, little concern ed with the workingmen or their trou bles. It is only fair to say that a larg number of the employes at the bureau did not want to go on strike, but a any all stood together in their trouble, the least Sir William could have done, was to have represented to them the unfairness of their action at the present time, and to have advised them to leave their troubles for future set-Yesterday Hon. A. G. Blair succeeded in getting through 17 of 311 clauses in his railway commission bill. The committee of the house adjourned after assenting to clause 18. They refused to allow clause 4 to carry. This section declares that "where any railway, the construction of operation of which is authorized by special act passed by the legislature of any province, is declared by any special act of the Parliament of Canada, to be a work for the general advantage of Canada, this act shall apply to such railway, and to the company constructing or operating the same, to the exclu-sion of the whole of any general railway act, and of such other of the provisions of the special act of the provincial legislature as are inconsister with this act." The importance of such a section, taking away as it does from the provincial governments the right to con-trol railways constructed under charters granted by them, cannot be overestimated. The house was loath to confirm such a broad principle without due consideration and it may be some time before parliament finally assents to its provisions. Out of this clause arises some very delicate questions of law as to the right of the dominion parliament to invade the nowers heretofore controlled by local governments. But Mr. Blair goes further than that. He declares in his bill that, whenever a line built under provincial charter shall cross or connect with a road declared to be a work for the general advantage to Canada, the commission shall at once assume control of its rates and such other of its busimess as it may be empowered to take over by the terms of the railway commission bill. Here again we have a very fine distinction. A connecting road built under provincial charter to within 59 yards of a road declared to be a work for the general advantage of Canada" would still remain under provincial jurisdiction; but the moment the additional 50 yards of rall is laid and connection secured with the line which is considered of such "general advantage," then the pro-vince is swept aside and the federal

LETTERS FROM THE PEOPLE TO Correspondence Write on one site of the pass of nough their of the gauge of the second the s

within two years. Mr. Blair advised the committee to defeat the amend-ment. He voted against simultaneous construction in keeping with his vote of yesterday. It was defeated and

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the corporation to extend the terminal facilities of the port. The govern' ment must approve the plans and as security will take debentures bearing WINNIPEG AND THE TRANS-CONthree per cent interest and payable within 25 years. TINENTAL RAILWAY.

of yesterday. It was defeated and after the route clause was adopted the remaining sections were quickly pass-ed. Before the Grand Trunk Pacific bill was finally adopted this morning Mr. A liberal caucus was held today. It was a lively affair. The Grand Trunk Pacific bill was under consideration. Sir-It is most essential that he was not pledged to support minion that the new Sir-It is most essential to the fu-ture security and well-being of the do-

As free trade within the Empire is a scheme of the largest preference and not obtainable now, I take the fiberty of asking the Daily Sun and its readers to consider a proposition which may be judged as one step towards may be judged as one step towards that "Treedom of trade within the Empire" mentioned by the Globe as "commendable." The British tariff imposed (in 1901)

64. If the four colonies supplied all of dom needs us even more than we need the above, by no extreme circumher stance of famine, or other disaster, could they hope to receive in prices as much as the 50 per cent preference which would amount to precisely one-haif of above, which half is £3,363,487. thirteen states in 1776, not want to be

(26,727,633) papers with keen interest, and the iumberman knows that the tree he iumberman knows that the tree he iumberman knows that the tree he in Great Britain. Thus Canadians are looking beyond today, and we think we see clearly that the United King-ten to the the tree he in Great Britain. Thus Canadians are booking beyond today, and we think we see clearly that the United King-ten to the the tree he in Great Britain. Thus Canadians are booking beyond today and we think we see clearly that the United King-ten the tree he in the tree he in the tree he is the t

mer. The manual training department in connection with the university and male academy will be established so

We revere the memory of Queen Victoria, and we are ready to defend the empire of the present King and Queen soon as the buildings and equipments can be got ready. The \$10,000 requir-Countries which are increasing their taxed annually to provide ships of sight, ex-Governor McClelan having cultivated areas much more quickly war, but we will tax all our resources contributed \$5,000. The "Lodge" will be fitted up for this department, and also for the science

The St. Martins stage driver reports that the road in the vicinity of Gard-ener's Creek and Willow Grove is in

of holes and in a rotten condition, making it exceedingly peril-

ous for both man and beast to cross at night. This is a state of affairs

which the county councillors in that section should take immediate steps to

remedy. The loss of a valuable ani-mal or a human life caused by neglect

of these public highways might prove

PORTLAND, Me., June 7 .- Dr. David A.

almost impassable condition, being full of holes and ruts. He also reports the bridge at Willow Grove to be particularly dangerous, being full

"I knew how to forget disagreeable Pletts of Brunswick, who fell between the cars at the Union station on Thursday night "I tried to master the art of saying when returning home from the Maine Medi-

"I tried to master the art of my cal Association's antiversary papques, the art of at the Maine general hespital last night as a result of his injuries. He was a native of a result of his injuries. He was a native of

NEW YORK, June 7 .- Among the passen-

"I retained the illusions of my youth, and did not believe 'every man a liar'

FOR SALE-400 acres land near Plowers Cove, Grand Lake. Valuable coal and fra-clay areas. Apply to E. T. C. KNOWLES, Solicitor, 63 Princess Street, St. John, N. B. or to CHARLES H. HUTCHINGS, Trustee or Estate of Caleb W. Wetmore. 676

The undersigned, having been appointed Recentors of the last will of Samuel Patter-son, lats of Shanklin, St. John Co. decease ed give notice to all persons indepted to said Samuel Patterson to make immediate pay-ment to J. C. Patterson, Shanklin, with whom all persons having claim sgainst said estate will file the same duly attested--within three months from this date. Dated Shanklin, M. B., filst May, 1903.

DATENTS

power steps in. In the case of electric roads there

are also some very fine points to be found. Down through the fruit raising districts of Ontario, electric lines ending for 20 or 30 miles into the country make connections with the Irand Trunk and Canadian Pacific that a large portion of the fruit reights originate. They are carried to junctions and then handed over to the larger companies. Several memers of parliament from that section of the country considered, that for this beason, all electric railways should some under the jurisdiction of the railav commission. Mr. Blair was unng to do this, however, but promsed to arrange matters so that freight consigned to a junction and not billed rough would be considered as local rough would be without the jurisdiction of the commission, while Greighs billed through and transferred