Government Responsible If G.T.P. Traffic Does Not Come to St. John

Hon. William Pugsley in Powerful Speech on National Trancontinental Shows Up Neglect of Borden Government in Development of St. John and Quebec Terminals—"Criminal Negligence" Displayed with Regard to This Port—The Degrading of the Valley Railway—Grand Trunk Pacific General Officials Not Seen in Eastern Provinces Since Borden Government Took Office.

(Hansard, June 8.)

Mr. Pugsley—I propose moving an amendment to the motion of my hon. friend, as follows:

That all the words of the motion after the word "that" be struck out and the following inserted in lieu thereof:

"This house regrets that since the present government came into power there has been an apparently systematic and determined effort to defeat or delay the accomplishment of the great national objects for which the Transcontinental railway was undertaken, of carrying traffic at a low cost between the east and the west, and to secure to the utmost extent possible the transportation of Canadian products and merchandise through Canadian channels and Canadian seaports both in summer and winter, such efforts being evidenced:

"(a) by reducing the standard of construction;

"(b) by so doing without the consent of the Grand Trunk Pacific Railway Company, and thus giving the company a reason for refusing or delaying the operation of the eastern division, and for the carrying of its traffic to United States winter ports;

"(c) by delaying the construction of terminal accommodations at Quebec and maritime province ports, and also by great and unnecessary delay in the making of provision for suitable connections therewith to be used by the Grand Trunk Pacific Railway Company;

"(d) by neglecting to arrange as provided by statute for the operation by the Grand Trunk Pacific Railway Company of sections of the Transcontinental railway already completed, which, if it had been so arranged for, would have already brought about considerable development of traffic in the districts served by the sections so operated."

I do not intend at this period of the session to debate this at length nor do I think it would be necessary to do so for the reason that all the facts upon which this amendment is based have been pretty well presented to the house in the various discussions which have taken place.

With regard to the first section of the amendment, that the standard of the road has been reduced, I think there can be no question, because it has been proved to the entire satisfaction of the house that in a large number of cases the grade has been increased beyond the .04 per cent. as against eastbound traffic as against .06 per cent. as against westbound traffic. There can be no gainsaying that fact. The proof of it will be found in the references made by the hon. member for South Renfrew, which will be found in Hansard at page 2109. There have been a great many instances in which the grades have been increased. I think no one will deny that the lowering of the standard in that respect tends, as my amendment says, to interfere with the national idea of having a great transcontinental road built to the highest standard, which will carry the products of our country from ocean to ocean at the lowest possible cost. That was the idea which was put forward when the Transcontinental was first inaugurated and that was the idea which the late government and the Grand Trunk Pacific railway always kept before them.

It does seem an extraordinary thing that the government should have consented to the degrading of the Transcontinental railway in that particular. It seems most unfortunate that, after the road was nearly completed after the larger part of the expense of its construction had been incurred, the government, through its commissioner, Major Leonard, should have set about to reduce the standard by, as I have said, raising the grades and also in some cases substituting wooden structures instead of steel as the contract provides for. It is important to bear in mind that in order to ensure entire satisfaction by the Grand Trunk Pacific with the standard of construction, it was provided that their chief engineer should approve of the plans and specifications for the eastern division of the road, and those plans and specifications provide for the grade which I have spoken of, not exceeding four-tenths of one per cent. as against eastbound traffic and six-tenths of one per cent. as against westbound traffic. There were a few instances where it was not practicable to obtain those grades and by mutual consent pusher grades were provided for; but taking the whole road from the Atlantic to the Pacific, both that portion which was to be constructed by the government and that portion which was to be constructed by the company, the plans and specifications provided for a railroad to be built to the highest standard.

Against Wish of Company.

The amendment also declares that these changes—this increase in the grade, this lowering of the standard—were made without the consent of the Grand Trunk Pacific Company, and I would call attention to a letter from Mr. Chamberlin, the president of the Grand Trunk Pacific, to Major Leonard, the chairman of the commission, as follows:

"Major R. W. Leonard, Chairman, Transcontinental Commission, Ottawa, Ont.

"Dear Sir,—I learn from our engineers that the standard of work on that portion of the Transcontinental railway between Lake Superior Junction and Cochrane, which was at the outset adopted and has so far been complied with, is being departed from, and that instead of four-tenths grade and permanent structures, you have authorized grades up to one per cent. and the erection of temporary wooden structures. In regard to this I would call attention to clause 7 of this agreement of the 29th July, 1903, which provides that the work of construction of the eastern division shall be done according to the specifications approved by the company and shall be subject to the joint supervision, inspection and acceptance of our chief engineer and the chief engineer of the commission. I beg to say if this work is done in accordance with what I understand to be your recent instructions, it will not be in compliance with the agreement nor satisfactory to this company and cannot be accepted.

"(Sgd.) "E. J. CHAMBERLIN."

There is a distinct statement by the president of the Grand Trunk Pacific Railway Company calling attention to this departure from the grade and accepted plans and specifications and notifying the commissioner that this change will not be approved of and that the work cannot be accepted. All the way along on the eastern division, both west of Cochrane and east of Cochrane, these changes were made, and made just as if the Grand Trunk Pacific had nothing in the world to do with agreeing or not agreeing with the standard to which the road was to be constructed. Apparently the government, through their commissioner, Major Leonard, ignored the provisions of the agreement and proceeded with the work entirely independently of the consent of the chief engineer of the Grand Trunk Pacific. I think that nobody will question the fact that this was a most dangerous and unjustifiable proceeding on the part of the government because the result is that if the road is constructed to a standard to which the Grand Trunk Pacific has not agreed, if the agreement of July, 1903, is departed from by the government, it places the Grand Trunk Pacific in the position of insisting upon terms upon which they will give consent to take over the portion of the road so altered and so degraded in its character.

I come to the next part of the amendment, which refers to the extraordinary delay which has taken place in the providing of terminals for the Grand Trunk Pacific at the city of Quebec. I am not as familiar with the condition of affairs there as other hon. gentlemen, but the statement of my hon. friend the Postmaster General is abundant authority for the statement alleged in this amendment that there has been inexcusable delay. What are the facts? As long ago as 1910 or 1911, three or four years ago, plans were prepared; a scheme of improvement at Quebec was laid out providing for yard room, workshop, wharfs, a grain elevator, the location for an immigration shed, a station,—everything was so arranged that the work might be proceeded with without delay. Those plans were approved of by the Grand Trunk Pacific authorities. I know that on one occasion when I met the Grand Trunk Pacific authorities in the city of Montreal they expressed their delight at the laying out of the proposed improvements. It was expected that the contracts would be let almost immediately and the work proceeded with. In the meantime, I may say that the work of getting into the heart of the city of Quebec was proceeded with by building a track from near the point of junction with the Quebec bridge which gradually got down to the city level and entered the station at Champlain market. But, Sir, this government has been in office since the fall of 1911, pretty nearly three years, and scarcely a thing has been done towards providing the necessary terminals in connection with the Transcontinental at Quebec. The postmaster general admitted that there has been too much delay, but who is responsible for that?

It is the government and its officials, and whether it is Major Leonard or anybody else that has been the direct factor in bringing about the delay it is this government alone that is responsible to the people of this country for the delay which has taken place. I think it is most unfortunate that when the Grand Trunk Pacific is completed this fall—as it is said it will be—there will be no terminal provisions at Quebec for accommodating the traffic which will come over the Grand Trunk Pacific—no suitable wharfs close to the railway, no grain elevator, no workshops, no yard room, practically nothing whatever provided. Anybody who knows anything about railroading knows how essential it is that all these terminal facilities should be ready when the railway is opened for traffic. I shall leave the matter of the terminals at Quebec to be dealt with by those who are more familiar with the subject, but I may say that the very statement of the postmaster general, if we had no other evidence as we have in abundance, would be sufficient to condemn this government for the delay which has taken place in connection with the terminals at the port of Quebec.

Criminal Negligence.

Let us look at the city of St. John. When the Transcontinental was planned it never was expected that its terminus, so far as its Transcontinental business was concerned, would be at the city of Moncton. Moncton was only to be the point of junction with the Intercolonial to connect with the great cities of the maritime provinces. It was expected that connection would be made with the city of St. John, either by the Intercolonial railway or a shorter route, and also connection with the city of Halifax. What is being done in the city of Halifax to interest the Grand Trunk Pacific in carrying traffic to that port I do not know, but so far as the port of St. John is concerned I assert that there has been the most criminal negligence which it is possible to imagine.

As long ago as 1910 the Grand Trunk Pacific, through Mr. Hays, its chief executive officer, and with the approval of their engineer and other high officials, came to the conclusion that St. John should be one of the termini of their system. They came to St. John and had surveys made and elaborate plans prepared showing their yard room, the location of their roundhouses and of the station and grain elevator, and indeed of all the equipment which properly belongs to the terminals of a great transcontinental system. They purchased some forty or fifty acres of land at the head of the harbor at Courtenay Bay. They had their plans prepared and intended to proceed as rapidly as possible with the improvements, but from that day to this not a step has been taken.

No work of any kind or description has been done at St. John towards providing yard room, roundhouse, or in fact in any direction along the lines which were under contemplation when this government came into office. Prior to the commencement of the development of Courtenay Bay I, as minister of public works, conferred with Mr. Hays and Mr. Biggar the solicitor of the Grand Trunk Pacific, and we came to an arrangement under which the Grand Trunk Pacific agreed that the first two piers immediately after being constructed in Courtenay Bay should be leased by the Grand Trunk Pacific upon a rental basis, just as is being done in connection with the Transcontinental railway; in other words, that these piers should be treated as part of the Transcontinental system. A draft of the agreement was prepared by the solicitor of the Grand Trunk Pacific railway, and when we went out of office that agreement was left on file and I presume is to be found today in the office of my hon. friend the Minister of Public Works.

That agreement provided for the use of wharfs by other railway companies, and the very reasonable stipulation was made that the rental should be divided amongst the companies using the wharfs. From the time this government came into office, nearly three years ago, nothing has been done towards providing terminal facilities at St. John; no yard room, no roundhouse, no grain elevator, no work of any kind has been done in connection with providing terminals, and today by the declaration which the government has made the Grand Trunk Pacific do not know and cannot know whether they are to create terminals at St. John or not. Last summer when the people of St. John had the pleasure of a visit from the minister of public works he made the statement publicly at a meeting of the members of the board of trade, and his statement was corroborated by the minister of marine and fisheries, that the government did not approve of a railway company having control of wharfs, and they both expressed the opinion that the government should build terminals and have control of the wharfs, giving all railway companies access to them.

The Government's Duty.

With this policy being pursued by the government, of course, the Grand Trunk Pacific cannot proceed to make any improvements. It is the duty of the government, and it has been their duty for the past three years, to take hold of this land that the Grand Trunk Pacific have acquired for the purpose of creating these terminals. While by reason of the inexcusable delay that has taken place they cannot be ready when the Grand Trunk Pacific is open for traffic, while they cannot be ready until two or three years after the Grand Trunk Pacific is opened, they can get to work and have them ready as soon as they reasonably can and make up for the three years which have been lost in connection with this most important work. By reason of the public statements which have been made by the ministers, and by reason of the facts that during all the time that this government have been in office, not only has there been uncertainty as to the position of the Grand Trunk Pacific in connection with the operation of the eastern division of the Transcontinental railway and in connection with the terminals at the maritime provinces ports, most valuable time which can never be recovered ha sbeen lost and lost to the very great detriment of the people of the country.

You, Mr. Speaker, know perfectly well that when the Grand Trunk Pacific railway is opened, as it will be this fall, if there are not suitable terminals at the St. Lawrence and maritime provinces ports, if there is not ample grain elevator accommodation or ample yard room for the storage of cars the Grand Trunk Pacific will necessarily and naturally carry their traffic to the city of Portland in the state of Maine. Is it that hon. gentlemen opposite are desirous that that shall take place, is it that they are desirous that they may be able to point from the public platform to the fact that the Grand Trunk Pacific, which was constructed at the public expense as a great national highway that was to carry the traffic through Canadian channels, has failed in its object? Is that their desire? They have been apparently lacking in doing anything to provide proper facilities to enable the Grand Trunk Pacific to carry traffic through Canadian ports. If that had been their object hon. gentlemen opposite could not have done anything which would be more likely to bring about that result than to pursue the policy of inaction, inactivity and neglect which have characterized their course during the past three years.

Operation of Road.

I want to pass on to another part of the amendment. I come to that portion of it which refers to the fact that this government has not entered into an agreement with the Grand Trunk Pacific to operate the completed sections of that road. It will be borne in mind that the Act of 1904 contemplated that these various sections would be completed from time to time pending the completion of the whole line, and this parliament, in the year 1904, had specially provided that, when any section of the line was completed, the governmgent would be authorized to enter into an agreement with the Grand Trunk Pacific for its operation. Its operation would be carried on pending the completion of the whole road. I think the House will agree with me that that would have been of very considerable importance to the province of New Brunswick, and I speak of that province because for something like two years the Transcontinental railway has been completed in New Brunswick from Moncton to Edmundston, or, indeed, a point somewhere northwest of Edmundston. The late government took that up, and the president, Mr. Hays, as I think I have already stated to this house, agreed that the Grand Trunk Pacific would take hold of this section of the Transcontinental railway, and any other completed section, would put on their own rolling stock, would give an efficient service, would operate the line, keep an accurate account of the earnings and operating expenses, and, if there was any deficit, they would charge that deficit up against capital account, upon which they would pay interest, just as they would upon the remaining cost of the Transcontinental railway. We thought that a fair and reasonable proposition. I have no doubt that had the late government remained in office, that agreement would have been reduced to writing and entered into in accordance with the proposals that were made by Mr. Hays.

When the late government went out of office, it was not long before the section in New Brunswick was fully completed. But, instead of approaching the president of the Grand Trunk Pacific Railway, instead of making any effort whatever to induce that company to act upon the terms of the statute and to engage in the operation of that portion of the line, the commission, without any authority of law, without a vote of parliament, entered upon its operations, and, at the last session of parliament, when I called the attention of the hon. minister of railways (Mr. Cochrane) to the fact that he was acting without the authority of law, he at first denied my proposition, but said he would have it looked into and let me know next day. Next day he came to the house and stated that I was right, and that the commission had no authority to do it. Then he asked for a vote of parliament. When the vote was under consideration I called attention again to the statute of 1904. I also called attention to the reasonableness of the proposition, and I asked the minister of railways and canals to take the matter up with a view of entering into a contract. It has been stated publicly in one of those books of facts in regard to the Dominion of Canada that this offer made to our government was repeated to this government.

J. D. Reid—What was the offer that was made to you?

Mr. Pugsley—The offer that Mr. Hays made to us was to operate the section in New Brunswick just as soon as it was completed to Edmundston, or any other section, put on their rolling stock, keep an account of the operating expenses, that to be subject to examination by an accountant on behalf of the government, and if there should be any deficit in the operation that deficit should be added to the capital account, and the company should pay interest upon it just as they do upon the cost of the Transcontinental railway. What about the equipment?

Mr. Pugsley—That would be provided by the Grand Trunk Pacific.

Mr. Reid—Did you allow anything for depreciation?

Mr. Pugsley—Well, nothing was said about that. Anything of that kind would come under the head of operating expenses. They agreed to see that any deficiency should be added to capital account, and upon that interest should be paid just as upon any part of the transcontinental road after the rental becomes payable by the company.

Mr. Reid—Did he put that in writing?

Mr. Pugsley—No; it took place in the office of my right hon. friend who was then prime minister (Sir Wilfrid Laurier), in the presence of a committee of council, and it was made formally and with the view of being acted upon. What I complain of most on behalf of the people of New Brunswick is that while the minister of railways and canals was last session endeavoring to get a vote through parliament, he made a distinct promise to this house that the question of getting the Grand Trunk Pacific to operate that section in New Brunswick would be taken up at once, and that they should be asked to enter into a lease of it; all we are told by the acting minister of railways and canals now is that there has been some conversation about the matter between the minister of railways and canals and Mr. Chamberlin, but there is no correspondence in the department, and apparently there has been no business effort to have the Grand Trunk Pacific do what they offered to do when the late government was in power; that is, enter into an agreement to operate the line. What would have been the result? The Grand Trunk Pacific are interested in the development of business, and you know what an active, energetic railway company can do towards developing business. They would be interested in encouraging traffic in every way possible, by the numerous means of which a well-managed railway knows how to employ. Then at the time the main line would be open for traffic, there would be considerable local business developed which would, of course, be for the benefit of the railway.

A Miserable Service.

We have, it is true, an operation of the road by the Intercolonial railway, but it is a half-hearted, miserable and unsatisfactory operation. I have here the Intercolonial time-table, from which it appears that although they have been operating this portion of the National Transcontinental railway for two years, the only accommodation they have is a mixed passenger and freight train, only tri-weekly. This is the kind of operation we have, while the government would not permit so unsatisfactory a service on the smallest branch railway to which a subsidy is granted. These subsidized companies are always required to give one train a day each way, but here is this portion of the National Transcontinental railway, which the government has undertaken to operate as a part of the government railway system, on which a train is run only three times a week.

To show what interest they take in the line, if you look at the map which is in this folder you find that the Transcontinental railway which they profess to operate is not shown on that map at all. A tourist visiting New Brunswick and looking at the folder would not know that there was a road in operation, which forms a part of the Transcontinental railway, through the centre of the province. This shows that what the management of the Intercolonial is doing is operating this road in the most unsatisfactory way possible, in order simply to induce the people of the country to believe that they are giving them accommodation, while, as a matter of fact, they are not. In that respect the government are neglecting their plain duty.

If the government had taken the matter up with the Grand Trunk Pacific Railway Company, I have not a shadow of doubt that during last year and this year that company would be operating the line in a satisfactory way. What we had in view, and what would have taken place, would have been that the Grand Trunk Pacific Company would have readily and gladly entered into an arrangement by which splendidly equipped trains would now be running over that division and into the cities of St. John and Halifax. This state of uncertainty should have been removed long since and the officials of the Grand Trunk Pacific induced to take a warmer interest in the eastern division. It is a remarkable fact that since this government has come to office there has not been one of the high officials of the Grand Trunk Pacific Company down in the maritime provinces.

The last public occasion on which one of them visited us was when Mr. Hays appeared in St. John in 1910 about the time the large purchase of property was made at the head of Courtenay Bay, and he then announced that the Grand Trunk Pacific Company intended to become an important factor in the development of trade through the ports of the maritime provinces, and he said that terminal facilities ought to be provided with the least possible delay. Since that time, whether it is true or not I do not know, the Grand Trunk Pacific officials have acted as if they did not know what was happening in connection with the operation of the eastern division. As an evidence of that feeling on their part they have stopped the work at St. John altogether, and it does seem to me, and I think you will agree with me, Mr. Speaker, that in view of the importance of having suitable terminal facilities at the different ports with which the Grand Trunk Pacific is to have connection, it was the duty of the government long ago to take up the subject with them and to have influenced them to proceed with these undertakings.

We have the evidence before us that the government has degraded the eastern division of the Transcontinental railway, that it has raised the grade and thereby lowered the standard of construction, and that it has done this without the consent of the chief engineer of the Grand Trunk Pacific and in violation of the solemn agreement which was entered into between the company and the government when the work of construction began. In view of the long and inexcusable delay which has taken place at the port of Quebec which is to be the St. Lawrence terminus of the Grand Trunk Pacific; in view of the inexcusable delay which has taken place at the port of St. John, I believe that the government is worthy of censure and that this amendment ought to be passed.

Valley Railway Degraded.

There is another matter. I observe in the supplementary estimates that $1,000,000 is provided to make connection between the city of Montreal and the Transcontinental railway, I presume that it is intended to allow the government to engage in construction itself, instead of the construction which the company has been proposing to engage in. As to the port of St. John, I know as a matter of fact that the Grand Trunk Pacific Company were anxious either to have a branch from Chipman down to St. John, which could be built at a comparatively small expense, or to utilize the railway to be built down the St. John Valley.

The late government had in contemplation, and so provided, that the St. John Valley line should be constructed from the city of St. John to Grand Falls, up to the standard of the Transcontinental railway, so that it might be used by the Grand Trunk Pacific as a means of bringing traffic to the port of St. John. But with the consent of this government—because they are giving a subsidy to the Valley road and they are giving aid to the bridges, and they therefore are necessarily parties to the contract—the government of New Brunswick has departed altogether from that idea, and the only portion of the line which is to be up to the standard of the Transcontinental is the portion between Fredericton and the city of St. John. For the whole distance extending north from Fredericton to Grand Falls, if they ever build as far as Grand Falls, the standard which was laid down in the first place has been absolutely departed from, and I am told that in many places there will be gradients as high as one and a half per cent. So that, as a means of getting to the port of St. John, this Valley road—upon which the government of New Brunswick is lavishly guaranteeing the bonds, and to which this government is giving large sums of money in the way of ordinary subsidies and the building of expensive bridges—will notwithstanding this large expenditure, be an absolute failure as a factor to enable the trains of the Grand Trunk Pacific to get to the port of St. John; unless this other branch is constructed which would connect the Valley line with the Transcontinental railway from Napadogan to the city of Fredericton, which would require the expenditure of a very large additional sum of money.

The whole scheme of having the Valley road as part of the transcontinental system has been completely defeated by the action of this government and the provincial government in allowing a reduction of the standard of construction of that line between Fredericton and Grand Falls. It has been defeated in another way, because, although when the late government was in office provision was made by this parliament for a subsidy for a line all the way from St. John to Grand Falls, yet at the last session of parliament, presumably at the request of the provincial government, the subsidy for that portion of the line between Andover and Grand Falls was struck out, showing a clear intention on the part of the government at all events and, if that action was taken at the instance of the provincial government, showing the intention of the provincial government that the portion of the line between Andover and Grand Falls should not be built. If that is not the case, I cannot understand what the reason would be for the wiping out of the subsidy for that portion of the line.

I appeal to members of the government, I appeal to my hon. friend the minister of marine and fisheries as especially representing his province in the cabinet, as to whether there has not been a long and inexcusable delay in taking up this matter in connection with the Grand Trunk Pacific with the ports of the maritime provinces, at all events in so far as the province of New Brunswick is concerned. I appeal to him and to his colleagues to endeavor to make up by quick action for the long delay which has taken place. If the feeble efforts which I have made in bringing the matter to the attention of the house and of the government will have any effect at all in awakening those gentlemen who sit on the treasury benches to a sense of the duty which they owe to the people of Canada in endeavoring to make this Transcontinental railway what it was designed to be, namely, a great instrument of developing Canada and of carrying Canadian traffic through Canadian channels, then I shall feel that my efforts humble and feeble though they may be, have not been entirely in vain.

Perley to Take Office Next Week.

London, June 13—All day yesterday Hon. Geo. H. Perley was kept busy at the Buckingham Palace hotel receiving the complimentary calls of leading Canadians and others. Mr. Perley intends to take up the duties of his office as acting high commissioner next week.

White serge suits are enlivened by a touch of brilliant color.

PARLIAMENT WINDS UP AFTER LIVELY FINISH

Cannot Appoint New Members to Upper Chamber Till After General Election — Members Leaving For Their Homes Convinced That An Appeal to The People is Probable This Fall—Dr. Pugsley Scores The Administration For Its Absolute Indifference to People's Interests And Slavish Regard For The Big Fellows.

Ottawa, June 12—Parliament was prorogued this afternoon at 4.30, one and a half hours late. The delay was due to the upsetting of the government's applecart by the senate, which insisted on synchronizing the coming into force of redistribution in the commons with the proposed increase in senatorial representation for the western provinces.

This morning the senate proposed an amendment to that effect. The government would not accept the the amendment and threatened, for a couple of hours or so, to kill the redistribution bill altogether for this session unless the Liberal majority in the senate capitulated.

There was a temporary deadlock and considerable excitement for some time as to the hour and manner of the passing of the third session of the twelfth parliament. The function which had been fixed for 3 o'clock was hurriedly postponed until 4.30 and his royal highness and the guards of honor, in official regalia, waited while the situation was being straightened out.

The Liberals in the senate refused to be intimidated by the government threat that their insistence upon deferring the increased senatorial representation until the next parliament would involve also the killing of the redistribution bill which the government forces thought the commons Liberals wanted to get through.

Liberals Win.

The senate Liberals stuck to their guns, the bluff was called and the government promptly "came down". The redistribution bill went safely through at the last minute and the increase in senatorial representation comes into effect simultaneously with the increase of commons representation at the opening of next parliament.

The result is to disappoint the fond hopes of several Conservative M. P's from the west for speedy elevation to the senate and also the design of the government to get immediate control in the senate.

It was the last appearance of the Duke of Connaught in his capacity of the official closer of parliament. The farewell address of parliament to him was presented and duly and gracefully acknowledged. It may also be the last appearance of many members of parliament at a similar function.

The tired parliamentarians left for home tonight with rumors rife of a general election next October. During the last few days all the developments have lent color to these rumors, the action of the government in putting the redistribution bill through today, after declaring that it would not go through unless the senate capitulated, was especially significant.

Another straw which shows how the wind is blowing was the play made for the civil service vote by the introduction wthin a few hours of prorogation of a government bill providing for a system of superannuation.

Expect Election This Fall.

Members on both sides of the house believe that if Ontario and Manitoba do not go too badly for the Conservatives in the pending provincial elections, the Borden government will take the plunge following the harvest next Autumn rather than risk an appeal to the electors next year with the accentuated dissatisfaction over the increasing cost of living, unemployment and further financial and industrial depression, over the Government's lack of constructive policy.

Mr. Borden's increasing troubles over jealousies and strife both within and without the cabinet is also influencing him to end it all by a election.

The last note struck in the house today was significant of the Government's troubles, and of some of the deciding features on which an election campaign will be waged, if it brought on. The session closed, as it began, with a reference from the Liberal side to the failure of the government to use the tariff route to remedy cost of living conditions, an a reference to the internal troubles of the Government and its supporters in regard to the high commissionership and the relations of Hon. Adam Beck of Ontario to Conservative policies and plans, both at Ottawa and Toronto hostile to his hydro-electric movement.

The reply of the government to Sir Wilfrid Laurier's pertinent queries was that the cost of living problem would be dealt with "some time" and the high commissionership rumors and Mr. Beck's revived relation thereto were "merely rumors."

A Battle for the Masses.

Although in the end the session closed perhaps more quietly than last session after the spectacular fight on the naval issue the experienced parliamentarians know that the moral of the session and the significance of the closing are even more important. If a general election comes before another session, and the members on both sides are going home to prepare for it, the real issues upon which the people will have to decide have been broadened and more clearly defined as a result of the debates of the past four months. Last year it was, in essence, a question of responsible government and the Liberals won out in defence of that principle. This year it has been perhaps the greater issue of the big interests as opposed to the masses of the people. In one form or another that has been the underlying principle at stake throughout the session. On the Conservative side the appeal, if it comes, will be an appeal to the influence of vested interests backed up by a huge campaign fund.

On the Liberal side the appeal is made to the popular cause based on fundamental principles of greater freedom of trade, honesty and economy of administration and adherence to the interests of the masses of the people.

Three Government Bills Killed.

The government ends the session decidedly angry with the Liberal majority in the senate. That majority, however, is by no means daunted and the Liberals will welcome any discussion before the public as to the action of the senate this year.

The senate today performed two acts of execution upon government measures making, with the Farmers' Bank bill, in which the Conservative senators participated, a total of three for the session. In addition to preventing the passage of the senatorial representation bill, as designed by the government, the Liberals in the senate blocked Hon. L. P. Pelletier's bill providing arbitrary powers for the postmaster-general to fix postal rates at will on all newspapers and other second class mail matter. The senate insisted that the powers of the postmaster-general in regard to rates should only be exercised under the safeguarding restriction of consent of the treasury board and of revision and ratification by parliament. It was further provided that until such ratification had been given the existing rates should remain in force.

Mr. Pelletier absolutely declined to consider the amendment.

"They would make a horse laugh," he told parliament when the senate's message came over this afternoon. As a result of his insistence the bill stands over till next session and meanwhile the 1,400 postal employes who might have obtained salary increases had the bill gone through, as amended, will get nothing.

Hot Shot from Dr. Pugsley.

"This session has been a conspicuously barren one," declared Dr. Pugsley in the house before prorogation. "Practically no measure of outstanding value to the people at large has been introduced by the government. The outstanding legislation has been the raid upon the treasury to the extent of $45,000,000 on behalf of two men; the abortive proposals of the minister to reimburse the depositors of the Farmers' Bank and the increase of taxation by tariff. Can the minister of finance instance one piece of legislation which he has introduced this session which has had as its purpose the increased welfare and prosperity of the people?"

"The member for St. John has not been here for a good part of the session," retorted Hon. Mr. White.

"But I have good eyes. I have read the proceedings regularly," replied Dr. Pugsley.

"You don't read the right papers," tartly responded the finance minister, amid laughter.

"I read Hansard, but perhaps that is too accurate a record to please the minister," was Dr. Pugsley's rejoiner.

Redistribution Bill.

Ottawa, June 12—At the opening of the final day's work of the session the redistribution bill came up for concluding consideration which the house had discussed until 3 o'clock this morning. E. M. MacDonald, of Pictou, moved an amendment providing four seats for P. E. Island instead of the three to which it is entitled according to population. The amendment provided for the larger representation by inserting a clause in the address to the imperial house petitioning for the enabling legislation for enlargement of the senate. That clause states that P. E. Island shall never be represented in the commons by fewer members that it has in the senate, namely four.

Premier Borden accepted the amendment and the amended bill was given its third reading.

A brief discussion then took place on the introduction by Hon. W. T. White of a measure for civil service superannuation. The bill was read a first time and stands over until next session.

Speaker Sproule acquainted the house with the senate's refusal to drop its amendment limiting the powers sought by the postmaster-general in the postal bill in regard to the fixing of postal rates on newspapers.

Pelletier Scoffs at Senate.

Hon. L. P. Pelletier laughed derisively. "The senate is telling us what revenue we shall take now," he said.

Hon. Dr. Pugsley asked whether the minister had no statement in regard to the amendment.

"It is enough to make a horse laugh," was Mr. Pelletier's reply.

Mr. Pugsley—"Is that why the hon. gentleman laughs?"

The senate amendment was not concurred in, and the bill therefore stands over until next session.

The prime minister then moved that the senate's amendment to the address to the imperial parliament for increased western senatorial representation be rejected because:

Appointments to the senate had no relation to the date of election to the house of commons.

Because in respect to certain western provinces increased representation had relation solely to the result of the last decennial census, which had been obtained.

Because the amendment was inappropriate and incongruous, there being no occasion for it.

Because no sufficient reason could be adduced for the change made, or the delay which the said amendment would cause.

Next came a message from the senate that the redistribution bill had been agreed to, and after this, the business of the session having been disposed of, on motion of Hon. Geo. E. Foster it was agreed that the speaker should vacate the chair for half an hour.

Pugsley Jollies Foster.

The re-assembly at 4 o'clock was made the occasion for some "jollying" of Hon. Geo. E. Foster by Hon. Dr. Pugsley in regard to the report of the high cost of living commission. Mr. Foster said, in reply, that the commission would report when it had finished its report, and was good and ready.

Black Rod arrived at 4.30 to summon the members of the commons to the senate chamber, just after Hon. Geo. E. Foster had assured Sir Wilfrid Laurier that the rumor that Hon. Adam Beck would accept the high commissionership was "only a rumor."

London, June 11—The Prince of Wales attended his first official banquet last night when he went as a guest to the annual dinner of the officers of His Majesty's Yacht Club, at Hotel Metropolo.

TEACHERS WA

WANTED—A second teacher for District of Perth, Victoria county, Apply, stating salary, to Trustees Peter Ledingha Victoria county, N. B.

WANTED—A third teacher. Apply stati William Philip, secretary trustees, Upper Kintore, V

NURSES WAN

WANTED—Young wom a training school as in one. Address P. O. Bo cester, Mass.

WANTED—Young men to take the training nurses at the Hartford, Retreat. Good wages. G References required. Mis Glen, Superintendent of Washington St., Hartford.

AGENTS WANT

RELIABLE representativ meet the tremendous fruit trees throughout Ne at present. We wish to or four good men to rep local and general agents. interest taken in the fruit- ness in New Brunswick tional opportunities for m prise. We offer a perma and liberal pay to the righ & Wellington, Toronto, Ont

THERE is a boom in the in New Brunswick. liable Agents now in e sented district. Pay wee terms. Pelham Nursery Ont.

WANTED—FEMAL

WANTED—By May 1, a eral housework in a f References required. Appl J. Davidson, Rothesay.

WANTED—Good genera references. No house Wright street.

Now Is the Time to Plan for the

We will not give a sum this year as a number of long distances would be in thereby.

Then, our summers are cool that St. John is a hart during the hot season, an as pleasant as at any other ents can therefore enter at Send fo

The St. John Business College S. K

BIRTHS

LIKELY—To Mr. and M Likely, 18 Elliot Row on J a son.

NEWCOMB—At Fairvill the 14th inst., to Mr. and Newcomb, a son, George E

STEVENS—On June 9, "Chittenden," Durocher stre to the wife of Frederick M son.

MARRIAGES

MAUNSELL-ARMSTRO St. John's (Stone) Church, B., on Wednesday 10th June Reverend William Armstro uncle of the bride, assisted b the Reverend Gustav A. Ku cis Moony Maunsell of Dee ney, Vancouver Island, Bri bia, son of the late Lieute Mounsell formerly of Freder District Officer Commandi Patrick, younger daughter o sell Armstrong of Saint Brunswick, Judge of Probat

BRADSHAW-KELLY— ed Baptist Parsonage, Cha June 8, by Rev. J. D. Wetm Everett Bradshaw to M Minerva, daughter of Mr. both parties of St. John.

DEATHS

McCUMBER—At 187 R on June 10, Ernest E., secon and Mrs. Aubrey McCumbe months, leaving his father, one brother.

DALY—In this city, on t James Daly, leaving one two sons to mourn.

CLARK—At Dipper Ha 10th inst., after a lingering death occurred of John A. 80th year of his age, leaving ters, and one son and eig children and two great-gra

McLEAN—Suddenly, at street, on June 10, Jennie Col. Hugh H. McLean.

SMITH—At the residen Milner, Halifax (N. S.), on Sarah, wife of the late Hora of Buctouche, and daughte W. Henry Scovil, of Spr Shediac (N. B.), aged 90 y

IN MEMORIAM

MITCHELL—In loving Warren Mitchell, died June his home, Armstrongs Co county.

Gone but not forgotten-

BELYEA—In loving me P. Lansdowne Belyea, who 1913.

MAJOR FROST

The New Brunswick rifle from Prince Edward Islan after winning second place vincial shoot for the cup, a bers of the team spoke in terms of praise of the courte fellowship of the Island ri

The New Brunswick team capped by the loss of the fore the finish of the matc J. S. Frost, who was take range and required medica Major Frost is still under a physician at Charlottetow

Weather conditions were tory during the meet as a prevailed and a mirage shooters. The local shoot Island riflemen have splen and that the officers take a in range work.