

MARINE NEWS

OWEN SOUND, Oct. 25.—Inward: Manitou, Sault Ste. Marie; Michipicoten, Gore Bay.
Outward: Harrison, Manitowaning.



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PUBLIC, WHO HAS TO PAY, SHOULD ALSO HAVE THE SAY AS TO PURCHASE OF RAILWAY

J. H. Burnham, M. P. For Peterborough, Says the Only Proper Course Is To Go To People On Such An Issue.

OTTAWA, Oct. 25.—The Grand Trunk bill again occupied the attention of Parliament today to the exclusion of all other business. Discussion was resumed in committee on clause three of the bill, which makes provision that the Government should be entered into by the Government and the Grand Trunk to provide for the defining of the company's properties and interests comprised in the system and such other terms and conditions as the Government and the company may agree upon.

The Opposition made its chief fight against the bill today on the point that the agreement to be made should be submitted to Parliament for ratification.

Hon. W. L. Mackenzie King, Hon. W. S. Fielding and other Liberal speakers asserted that it was unwise to give the Grand Trunk shareholders the opportunity to ratify this agreement and to deny the same right to Parliament.

Mr. King maintained that the course proposed was contrary to the principles of constitutional government.

Hon. Arthur Meighen in reply said that the Government's course was in accordance with the best precedent, because Parliament was now in reality deciding the terms of the agreement.

It was finally agreed on motion of Hon. Dr. Reid to amend clause three by providing that no change should be made in the agreement "inconsistent with the provisions of the act."

Agreement Not Ready.
At the evening sitting, before clause three was adopted, Mr. Meighen stated that the agreement between the Government and the company had not been drafted, but if it were ready before prorogation there would be no objection to its being tabled.

Replying to a demand that the Government should fix a definite date for the surrender of the stock, Mr. Meighen said that the agreement would not go into force until the voting power of the stock had been surrendered.

Deputy Speaker Boivin threatened to name Arthur Trahan for persisting in asking questions which did not relate to the clause under consideration, and another incident of the evening session was a protest by Mr. Gauvreau, a Liberal member, because members were asking question which, in his opinion, had been answered twenty times.

An amendment by J. H. Sinclair to

clause four, which would strike out the guarantee provisions, was defeated and the clause carried before the House rose.

Hon. J. D. Reid read a statement of the locomotives and cars owned by the Grand Trunk System. The statement showed that the Grand Trunk proper had 31,138 freight cars, 1,007 passenger cars and 2,201 working cars. The total number of freight cars owned and leased by the Grand Trunk and subsidiary lines was 43,205; passenger cars 2,277. The Grand Trunk Railway Company and subsidiary lines had 1,303 locomotives. The minister of railways placed the value of the equipment at approximately \$130,000,000. Against this there was an issue of approximately \$4,000,000 in equipment bonds.

J. A. Robb asked whether the Grand Trunk was well equipped to carry on business. The minister replied that he understood the road was in good condition. Of course, certain additions had constantly to be made to rolling stock.

Statements Vary.
T. A. Vies (Liberal) said the statements of the minister of railways and minister of finance on Grand Trunk equipment did not hang together very well. The former had said the equipment was good, the latter, as a member of the Drayton-Acworth commission, had said that an expenditure of \$25,000,000 was necessary to put the road in working condition. Grand Trunk officials had estimated that \$51,000,000 should be laid out before the road was in good condition to compete for the business. The minister of railways apparently did not know his facts and Parliament was entitled to a full investigation and report.

The minister of railways replied that the Drayton-Acworth commission had said that the road was in good condition. The minister of finance was more than ever in favor of taking over the Grand Trunk System and making it a part of the Canadian National Railways System. The Grand Trunk had spent much money on equipment since the Drayton-Acworth report was drawn up.

Lump Sum Better.
Mr. McKenzie asked if the Government intended taking over all the stock of the Grand Trunk except the debenture stock. He thought the directors should have been paid a lump sum and the Government should take over the stock. Instead of this the Government had set aside certain stock, and would arbitrate on the balance.

Hon. Arthur Meighen replied that the Government was carrying out the Drayton-Acworth recommendations, suggested by C. A. Fournier, Bellechasse, suggested

as an alternative to take over the road that the Government should first have found out if the Grand Trunk was bound to the Grand Trunk Pacific, and if the Government had broken its agreement. Then, he said, the Government should have told the Grand Trunk bond-holders to forego their interest for fifteen or twenty years. By this time a large sum would have accumulated. Then the Government could hand them over the Grand Trunk Pacific and retain a minority interest.

No Need of Loans.
Hon. Arthur Meighen replied that the Government had carried out the two former suggestions, and as to the latter, if it were possible to find persons to forego their interest there would be no need of Victory Loans at 5 1/2 per cent.

Mr. Fournier declared he had no sympathy for the bond-holders in Britain as against the taxpayers in Canada, and he thought the present plan was a sort of "Max Aitken's pudding."

Hon. Arthur Meighen said the Government was not acting with sympathy toward the Grand Trunk shareholders. It felt, however, that when it acquired the property of the shareholders, it should do so in a fair and equitable manner.

As to Taxes.
Mr. McKenzie asked what was the municipal assessed value of the Grand Trunk Railway. He also wanted to know what the Grand Trunk Railway had paid in taxes during the last year. Since the Government was going to acquire this road, and yet, in defiance of the British North America act, proposed to pay taxes, he thought it would be interesting to know what those taxes would amount to. What would be the present which the Government would pay to wealthy municipalities like Montreal and Toronto along the route of the railway?

Dr. Reid replied that it was absurd to talk of the Government making present taxes. The Grand Trunk Railway always paid its taxes. Would it be fair for it to stop now? He thought that the understanding was that the Grand Trunk Railway Company with the municipalities should be carried out, even though the Government acquired the road. The taxes collected he gave as follows:

Grand Trunk, \$729,377; Grand Trunk Pacific, \$49,963; Grand Trunk Pacific branch lines, \$23,794.

The minister of railways then went on to deal in a general way with the railway situation as the Government found it. He blamed the present trouble on the Liberal administration, which preceded the present Government. He said that the purchase of the Grand Trunk was a most unpopular one with business organizations.

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should be a clause of this nature. But if that were in the letter to the Grand Trunk directors it should also appear in the agreement signed by them. Otherwise it might be that there was not much intention of enforcing it. Mr. Mowat said it was essential that some freedom be left to the executives of the Government. Parliament did not meet every day, and much business might be held up if the Government were not given some leeway.

Mr. Meighen stated that there were only some details and conditions left to the governor-in-council. That was not the case in 1903 and 1910, when the Laurier Government had left the whole matter of important railway loans to the Government without reference of the details to Parliament.

Mr. Trahan was called to order by the deputy speaker, in the course of some remarks that he was making, on the ground that his observations were reference to a clause of the bill other than the one under discussion. Mr. Trahan was advising the Government to fix a delay in the agreement during which the shareholders of the Grand Trunk stock would be allowed to surrender their stock. The deputy speaker ruled that this matter should properly be considered when clause four was under discussion. On Mr. Trahan's insisting with his remarks, the deputy speaker threatened to "name" him. Mr. Trahan explained that he did not intend to surrender the rules of the House. What he wanted to say was that the Government should fix a delay in the agreement during which the shareholders of the stock. Otherwise a long time might elapse before it was all surrendered. There need be no date fixed. The agreement between the company and the Government would not go into force until the voting power of the stocks had been surrendered. The voting power of the stocks held by shareholders ceased to exist.

Mr. A. Gauvreau, Liberal, protested against the constant repetition in questions asked the Government. He said that members who had not read the bill or booklet supplied to the House, even though the Government acquired the road, were asking questions which had been answered twenty times. This was delaying the members who were anxious to get home.

L. A. Lapointe advised the Government to cut the bill short at this point. He said that the government-in-council power to do anything he wanted to do, so there was no reason for anything more. The members might as well go home. He argued that the purchase of the Grand Trunk was a most unpopular one with business organizations.

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This powerful Germicide is very pleasant to use because it has no nasty, "smelly" odor. But it destroys at once all existing odors and creates an atmosphere of cleanliness and healthy freshness, and protects you as far as possible from disease germs.

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McCRIMMON'S CHEMICALS LIMITED
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