yal
Powder
elyPure

akes the Home

est who, looking
ry department,
resolutely upon
even suspicious,
She is econom-
at true economy
t in the use of
our, or baking
an earnest advo-
de, home baked
ved the truth of
the experts that
g in the world
h Royal Baking

'S CORNER

USEKEEPING

D. GRAUEL
e Lecturer.)

k With Hominy

ve made the shores of the Chesapeake
or of their flesh due to their diet of
s been ascertained that the shores of
se plants and that ducks by other
eake article.

rved with the bird, and the manner in
s in life, though we know flavor can be
d other foods as well as into ducks.

te way of cooking canvasback is to
prepared bird through the whole length
e perfectly flat with a cleaver. Wipe,
er with olive oil or sweet butter. Sea-
pper and cook in a covered iron broiler.
must be used arrange to save every drop
s it drips.

platter and add melted butter, minced
ops of lemon to the red gravy. Black-
are broiled the same way, ten minutes
hem as duck is always served rare.

st always accompany duck, cress is
sp, cold celery is an absolute necessity.
ll known, it is possible to have roast
a spit before glowing coals for twenty
the ducks. They are served on very
ominy dipped in egg and crumbs and

ame course, cook it in salted water in
rfectly tender. Spread it on a square
t it into squares or strips. The dried
then steam about three hours before
buy it ready cooked.

morsel to send in with duck. Dip
h cream sauce and garnish liberally

duck that it is often cooked and
in demi-glace or half-glaze, cut the
th two ounces of beef marrow in salted
le of the half-glaze sauce until tender.
e only tender, very white pieces about
d water, then drain and dip each sep-
deep fat until a fine color. Decorate
e stalks.

Fish boiled in stock instead of water will not taste flat.

Coffee stains should be treated with boiling water when fresh.

It is best not to put the cogs of the dover egg beater in water.

Fish should never be put into the ice-box with other food unless closely covered.

To remove coffee stains, stretch the napkin or the table cloth over a basin and pour hot water through the cloth.

Stained floorboards can be cleaned by scrubbing with chloride of lime, using a tablespoonful to a pail of water.

Agood kitchen table should be strong and large, with drawers for recipe books, pad and pencil for orders, etc.

A layer of sawdust under the oilcloth will give a soft tread and lengthen the service.

OAT, CHEST COLDS,
E CURED OVER NIGHT

It's amazing the number of uses a good liniment like Nerviline has. No home is complete without it. Neither greasy or bad smelling, but pleasant, penetrating and soothing.

Rub it on for rheumatism—it destroys the pain—drives it right away. Try it for stiff muscles, swelled joints or toothache—it works miracles in just such cases.

Give Nerviline a chance on your neuralgia, prove it out for lumbago, see what it can do for sciatica.

No pain relieving remedy compares in power to cure, with Nerviline. Largest sale in Canada of any liniment for nearly forty years. The reason is plain. It satisfies every time. The large 50c family size bottle is more economical than the 25c, trial size. Sold by dealers everywhere or the Catarrhozone Company, Kingston, Canada.

GUTELIUS, HAZEN, AND NEW BRUNSWICK

F. B. Carvell Shatters the Transcontinental Charges and Brings Out Some Plain Truths of Great Interest in This City and Province---The Valley Railway Mess.

(Hansard, March 25.)

Mr. Carvell—A great deal has been said about the over-classification of cemented material. The board of arbitration sat upon that question as well. I want to tell my hon. friend what took place in my own province.

There is a statement to be found on page 24 of this report, which I want to read, as follows:

"Excepting where Mr. Hays urged the cancellation of contracts Nos. 16 and 17, and where he gave his not too strong support to District Engineer Doucet, in his efforts to have a pusher grade at La Tuque, and where the company offered to do train-hauled filling after the railroad was completed at half the cost paid by the commissioners, appreciating the gravity of our statement, we unhesitatingly find that the Grand Trunk Pacific Railway Company, instead of discountenancing, has rather encouraged this inexperienced commission in its extravagant expenditure on this railway."

Mr. Speaker, there is no more dishonest statement in the whole 500 pages of this document than that, and dishonest to the knowledge of the men who make it. You will find, if you look at the evidence of C. Foss, district engineer in "A," that a gentleman by the name of Bullion was appointed district engineer under the Grand Trunk Pacific, having control of the whole of the New Brunswick section. Mr. Bullion not only made one objection, but dozens and dozens of objections, and you will find them in Mr. Foss' evidence. He made 200 objections about all sorts of things in connection with the work of the engineers in the province of New Brunswick. He objected to classification, to measurements, to putting in certain foundations for culverts, to everything that you can conceive of. There was nothing to which he did not object. We had the same thing in the Hodgins investigation. From one end of the road to the other, these Grand Trunk Pacific engineers were objecting to what the commission's engineers were doing. It was one series of objections from beginning to end, and I find no fault with these men for making objections. They themselves probably did not believe in them, but their duty was to keep the cost of this road down to the minimum. Their idea was to build this road as cheaply as they could, because they were paying interest at three per cent on the total cost after completion. In the province of New Brunswick they objected hundreds of times and then they got together, compromised and did the best *they* could.

Found No Over-classification.

But it finally reached the point where Messrs. Woods and Foss got together and they settled a number of these things. In the end it got down to where they could not settle anything more, and they asked that a board be called in to arbitrate. A board of arbitration was sent down, and it was composed of Gordon Grant, Mr. Kelleher and Collingwood Schreiber. They went down and went over the whole of contract No. 6. They got off their car, dug into the bank, the same as my hon. friend did, called witnesses, both Grand Trunk Pacific and commission engineers, they investigated the matter, and on contract 6 they took out a very small amount from the rock classification. They then went down to contract No. 5. You will find it all detailed in Mr. Foss' evidence, and I know because I was on the ground myself. They went down from Grand Falls to the big viaduct on contract No. 5 and investigated the question in dispute there. They went to Plaster Rock and investigated there. They went to contract No. 4 and to contract No. 3, then to No. 2 and then to No. 1. They went through all the cuts and examined them, and we will see that the board unanimously approved the finding and the classification of the Transcontinental Railway Commission engineers and that not a yard was taken out of their estimate except a small amount out of contract No. 6.

That was supposed to be finally settled. The contractors, to a great extent, paid off their sub-contractors because they supposed that that was the end of it. But after the change of government and after Mr. Gutelius got busy, they sent other inspecting engineers. They sent this same man, Goodwin, down three years after the cuts had been taken out. This was three or four years after the cuts had been taken out, after everything had dried up, after the rain had broken up the small pieces, and after the surface had all been smoothed down and the grass had grown up. There was an entirely different condition of affairs. The net result of Mr. Goodwin's and Mr. Gutelius' efforts with reference to contract No. 1, a contract involving $2,600,000, was that they reported that about $45,000 should be taken off this whole amount after it had been settled by the board of arbitration. That was a Grand Trunk Pacific contract, too. Then they came next to contract No. 2, but they did not touch that at all. Contracts Nos. 3 and 4 were sub-let to the Toronto Construction Company, and they took about the same amount from them. Then they came to the Kitchen contract—contract No. 5—and they took about $35,000 from him.

Gutelius Compromised.

Either these men were right or they were wrong in taking from the contractors this amount of money, either they were honest or dishonest, either they were ignorant or they were knowing—I do not know which they were, and my hon. friends can take whichever horn of the dilemma they choose. If Gutelius and Goodwin were right in taking that $35,000 from the Kitchen contract, they should have taken it off and kept it off. If they were right in taking $35,000 from the Corbett contract, they should have taken it off and kept it off. But they were up against men who knew as much as they did, and both Corbett and Kitchen said: We will not allow this thing to take place; we will fight you. Having got up against two men who had a good deal of sand and a little money besides, they said to them: Come, let us reason together, let us see if we cannot compromise this matter; we say that the commission should take this money off, but we do not want to take it off; let us get together. The result was that they allowed on No. 1 contract about $18,000, and on No. 5 about $15,000. I want to know if these men are big enough for their jobs. If these men were right in taking off that money, were they right in making the compromise and in paying money which they ought not to have paid? Remember, they had the money in their own hands. At that time they had probably $100,000 of Mr. Kitchen's money in their own hands, probably more. Although they had that amount of money in their hands, did they keep it out? No, Sir, they did not keep it out. They quibbled, but when they found they were up against a lawsuit they backed down.

Mr. Ames—Had the contractors the engineer's certificate?

Mr. Carvell—The contractors had the ordinary progress estimates.

Mr. Ames—Signed by the engineers?

Mr. Carvell—Certainly, they got them month by month. But my hon. friend cannot get behind that. If my hon. friend will read the contract he will find that everything is put up to the final decision of the chief engineer. No matter what the progress estimates say, it is the chief engineer who decides, and if they cannot agree with the chief engineer, then it is submitted to arbitration. It only comes back to this again that these men, in order to find fault with the former commissioners, in order to prove that there was something crooked, started in to do that which they did not have the manhood to stand up to and see through to the end. Then they said that they could take $85,000 off these contracts, but they did not have the sand to stand by that declaration, and when they found themselves face to face with a lawsuit, and when they found themselves up against the judgment of bigger men than themselves, they backed down, just as you would expect men of that class to do, and they said: Let us settle this. These contractors, rather than have a lawsuit over a paltry sum of $15,000 in a contract involving $2,000,000, accepted the settlement. They will go before the country and they will say: look at these crooked engineers, they allowed Kitchen $15,000 more than they ought to have allowed him, and we will make him give restitution. That is an illustration of what has been going on, ever since these gentlemen took possession of this road in 1911.

Mr. Kyte—Are these district engineers still in the employ of the Transcontinental commission?

Praise for Foss.

Mr. Carvell—Some of them are. Mr. Foss was kept in their employ until the month of January last and then he was told that they had no further use for him. I do not know why they kept him; he had nothing to do and they paid him a big fat salary for doing it. I am glad they did, however, because he is a man for whom I have the highest esteem. There was nobody more surprised than Mr. Foss at being kept on, but I presume they kept him on for some purposes. There are some lawsuits that are not settled yet, and perhaps they kept him on to have a string on Mr. Foss, but if they did they did not know their man, and when the lawsuits come on, as probably they will, you will hear of Mr. Foss and have his opinion put up against that of Mr. Gutelius.

I am sorry the minister of marine is not here, because I have a few things I would like to say in his presence, and I am also sorry the prime minister is not in the house. As an eastern man, if there is one statement in this most remarkable document to which I take more violent exception than to another, it is the concluding paragraph of the report, at page 138, which reads:

"This commission does not think that the National Transcontinental Railway should have been constructed east of Levis, which was done at a cost of $35,000,000, first,—because the government at that time had a railway in operation between Levis and Moncton, the Intercolonial! second,—because the National Transcontinental railway would only be thirty-three miles shorter; third,—because the gradients on the National Transcontinental railway are greater than those on the Intercolonial railway; and fourth,—because the grades on the Intercolonial railway can be reduced to four-tenths per cent. eastbound and six-tenths per cent westbound, whereas it is practically impossible according to the construction of the National Transcontinental railway, to reduce the 1.10 per cent. grade at 146 miles west of Moncton and the 1.10 per cent. grade at Lake Pohenagamook."

An Unfair Conclusion.

These are two reasons why I violently dissent from the conclusion found in that statement. In he first place, while it may not be a false conclusion, it is an unfair conclusion from the facts. They attempt to leave the impression that the general grades, on that portion of the road east of Levis, are greater than they are on the Intercolonial. These gentlemen know better than that, but they also know there are thousands of people in the country who will be deceived by the false statement they are making. It is a fact that there are two points on the road, between Levis and Moncton, on which there is a grade of 1.1. The reason for that is, that they figured out that two engines will draw the same load on a 1.1 grade that one engine will on a 0.4 grade. Therefore, in two cases where the cost of making the 0.4 road would be exceedingly excessive, they resort to what is called a pusher grade. In one case, it is something like ten or eleven miles long, and in the other case it is thirteen miles long, and these grades are on different divisions. This means that for heavy traffic they would simply have to keep an extra engine at the foot of these grades. On the 500 miles between Quebec and Moncton there are only two spots where they have exceeded the ruling grade of 0.4 east and 0.6 west. But if the present government introduced these grades everywhere, then you would have to keep an engine everywhere there was such a grade, and you would be reducing the hauling capacity of the road to a one per cent. road. That is a thing that these commissioners did not report to the public, but they tried to leave the impression that this road is practically a one per cent. road. They know better than that.

Salmon River Viaduct.

These gentlemen find a great deal of fault with the construction of the Little Salmon river viaduct. I know that my friend from St. Antoine will say that Mr. Foss advocated the construction of pusher grades at the Little Salmon river viaduct, and I admit that. But if that had been done, the character of the road would have been degraded. The hon. member will have to know something about the history of the location of this road in the province of New Brunswick to understand the real reason why this report was made. It was made for the purpose of eliminating expense, and Mr. Foss stated that probably one and a half million dollars or a little more could have been saved by putting in a pusher grade across the Salmon river, a few feet above the water level, rather than building a viaduct. But if that were done you would be getting back to what the Intercolonial is; you would be degrading the whole road. If you put in that kind of grade at Coal Creek and Chipman Crossing, you would have the same condition of affairs. It is purely a question of policy whether the government should have adhered to the 0.4 road or not. I do not have to call on the evidence of engineers to tell me that you can haul more freight and haul it cheaper over a level road than you can over a hilly road. Neither do I have to be told that on a velocity grade, if you strike a slippery rail, or if your engine is not steaming properly, you are stalled, and there is nothing to do when you are stalled but cut your train in two, haul over the hill what cars you can, and then come back for the rest, losing several hours and eating up all the profit you get for carrying that freight. Any man who ever drove an automobile knows what you can do and what you cannot do on a velocity grade. He knows that you start down a hill on one side, and sometimes you will get over the opposite hill if everything is all right, but sometimes your carbureter is out of order and you will get stalled.

Or it is a question whether your gasoline is as good as the last tankful was. It is a question of a hundred different things. The same question that applies to a man driving an automobile over a velocity grade applies to an engineer who is trying to haul freight over a velocity grade. While I am not an engineer, I profess to have some common sense. So far as I am concerned, if there is anything for which I give the old commission credit for it is for the fact that they were willing to accept the opinions of the best engineers in the world; that they wanted to build a road that would carry the grain from the west to the seaboard and carry back the manufactured articles.

C. P. R.'s Work in Elections.

There is one thing that my hon. friends have failed to recognize in all this transaction. We were not doing as the former Conservative government did, when they subsidized the Canadian Pacific railway. I am not finding fault with the government for the assistance they gave to the Canadian Pacific railway. I have a wonderful admiration for the Canadian Pacific railway except at election time. I am a very good friend of the Canadian Pacific railway and they are very good friends of mine except at election time. When an election comes on, they absolutely put out of my constituency every man who they think will vote for me.

Mr. Michaud—And send him up to my constituency.

Mr. Carvell—Yes. As a railway corporation they have done a wonderful work in developing and opening up Canada. The old Conservative government gave them $25,000,000, some million dollars of completed road and land which is worth at least $800,000,000 to them. They exempted them from taxation; they gave them a subsidy on pretty nearly every mile of road they own in Canada. The Conservative party have assisted them in every form from the beginning of the road down to the present day and they are still assisting them. They are assisting Mackenzie & Mann; they gave them $75,000,000 last year and are going to give them $50,000,000 this year.

The Transcontinental an Asset.

Mr. Ames—Not on your life.

Mr. Carvell—My hon. friend from Calgary is not here, so I am safe to make this statement. Remember that every dollar of money, every acre of land, every exemption from taxation, everything which they have given to the Canadian Northern railway or the Canadian Pacific railway they have given to those railways. It has gone from the people of Canada. We have no string upon it; we shall never get it back; we do not expect to get it back; it is theirs and theirs absolutely. Every dollar we are putting into the National Transcontinental railway is our own money, no matter whether it be $161,000,000, or whether you add compound interest for the next fifty years and make it $800,000,000 or $400,000,000 by simply compounding the interest long enough, no matter how much the road may have cost in the gross or per mile, no matter whether we have absolutely solid fill instead of wooden trestles, no matter whether we have steel bridges instead of wooden ones, no matter whether we have 0.4 per cent. grades on which we can haul 2,000 or 2,500 tons per train as compared with 800 or 900 tons on the best road in Canada outside of the National Transcontinental railway, no matter what conditions may exist. The National Transcontinental railway belongs to the people of Canada. We are leasing the railway to a company which will pay us three per cent. for forty-three years, and at the end of that period every dollar put into that road, every dollar of improvement upon it, every bit of improvement that has taken place in the country along the location of the road, everything that has gone into that road will come back absolutely to the people of Canada, exactly as we gave it to the railway only made more valuable by the improvements, by the opening up of the country and by the business developed. In my judgment it is one of the finest assets which the Dominion of Canada possesses today. If I had not enough faith in the future of this great country to justify the building of a road like that, when it is our own road and will come back to us, I would consider myself a pretty small Canadian and not fit to occupy a seat in this parliament or in any other parliament in Canada. When my hon. friends come to discuss this question I hope they will not fail to realize the difference between the fact that, as far as other railway companies are concerned, we are giving money away by tens and hundreds of millions of dollars, whereas in this case we are putting the money into our own road; we are going to receive interest on it for forty-three years and then the road will come back to us and will be the property of Canada and of every man who lives in Canada. There is every difference in the world between the two cases. What is the use of handing over to the Grand Trunk Pacific Railway Company to operate a road built of wooden trestles, with velocity grades on which you cannot do business. What is the use of it when it comes back to us? If they build these trestles later on, we shall have to pay for the work. My hon. friends do not imagine for a moment that the Grand Trunk Pacific Railway Company are going to build these trestles. My hon. friends say: Oh, but we could have built these trestles more cheaply than you did. They try to prove that by saying that the Grand Trunk Pacific railway said: We will build these trestles for 25 cents a yard. Do they realize that probably 50 cents a yard was the average cost of filling up these holes. It is in the evidence; it is a well known fact, something that Gutelius and Lynch-Staunton took great pains to keep in the background, that is has cost practically 25 cents a yard to build those trestles. When those trestles have been built, you will have to cover them up. You cannot take them out and use them over again. The Grand Trunk Pacific Railway Company said: After the trestles are built for us, we will haul material and put it down there for 25 cents a yard. They could afford to do so but they would not build the trestles in addition to that. The ordinary contractor does not build standard trestles as a rule; he builds temporary trestles. The great majority of these fills were made with pony equipment, donkey engines as they are called. The contractors run out a trestle; they fill up a grade probably ten, fifteen or twenty feet; then they raise the grade and put another temporary trestle on top of that. It probably does not cost them more than three or four cents a yard for temporary trestles, whereas if they had to build standard trestles it would cost them 25 cents and the cost of filling them in afterwards. How much would the people of this country have saved if wooden trestles had been built instead of standard ones?

Contractors' Profits.

Mr. Graham: Very little, if anything.

Mr. Carvell: The commissioners take care to say, in regard to every one of these contracts, that the contractors make so much money on this and so much on that. In every case they say that the contractors made money on their train-hauled material. I believe that the contractors made more money on the train-hauled material than they ever expected to make, and I believe that there is perhaps no item in the specification that was so profitable to the contractors as was the train-hauled material, and why? When these gentlemen were called upon to tender, they only tendered for a price for train-hauled material per yard. These prices all averaged around twenty to forty or forty-three cents. They were basing their price upon their previous experience, and they had been building railroads of one per cent grades; they had never built a four-tenths road. When they got down to a four-tenths road they found that they were able to haul their material for a great deal less money than they could on a one per cent road. I do believe they made money on it; I will give my friends an illustration. In New Brunswick a firm of sub-contractors engaged on contract 6 had a splendid standard outfit, and could haul twenty to twenty-one cars of gravel to the trainload. That same firm are building a Gutelius road in my country at the present time—one of those tramways with seven and eight degree curves and over one per cent grades. It is costing the province of New Brunswick a nice penny to build it too. The province of New Brunswick has guaranteed the bonds for $25,000 a mile; it is one of those Tory political roads. Now they are coming back to the provincial legislature for an additional guarantee of bonds to the extent of $10,000 a mile, and I suppose they will get it.

Mr. Kyte: Where is the money going?

Mr. Carvell: It is going into the hands of a Yankee by the name of Gould. I wish my friend the Minister of Marine and Fisheries were here, because he is particularly interested in that line. In addition they get from this Government a subsidy of $6,400 a mile.

Mr. Kyte: Is it let to sub-contractors?

Mr. Carvell: Every yard of it. The contractor has not a shovel, a cart—even a horse. He has nothing there but an automobile.

Mr. Kyte: Send Gutelius after him.

Mr. Carvell: Gutelius knows all about him; Gutelius is one of his particular chums. They are building one of Gutelius's favorite roads—the same contractors, with the same engines, the same shovels, the same outfit, and they are able to haul at the very best seven cars of material, and sometimes only six, to the train. This illustrates the difference between a four-tenths road and a one per cent road.

Mr. Michaud: Is it a surface road?

Mr. Carvell: It is practically a surface road. There is no doubt of the fact that they are making a lot of money out of it. However, I am pointing that out merely to show the results of operations so far as the two different kinds of roads are concerned; when these contractors get on a four-tenths road I do believe they make money on their train-hauled material. Do you mean to tell me that if a man tenders for a contract against the whole world—and in every case the low man gets the contract—it being found later that he is going to make money on a certain portion of his contract, the Government should say to him: We made a mistake; you are going to make money on that particular part of your work; we will take that from you and you can finish the part of the work on which there is no profit? It is all very well for Gutelius to preach that principle, but no man knows better than he that that does not work out in actual practice. This is but another evidence of the utter nonsense of the whole report.

Maritime Provinces' Handicap.

There is another reason why I object to the last clause of this report even more strongly than to the other misstatements it contains about the character of the road. If there is any portion of this Dominion which did not make any too good a bargain when it came into Confederation, it is the Maritime provinces. I do not say that these provinces would like to withdraw from Confederation; we are in, and perhaps it is best for us to stay in, but up to the present time it has been a losing game. We have had no opportunity of selling our produce to the rest of Canada; we have had to find a market for our produce, with the exception of coal, and, perhaps, potatoes, wherever we could. On account of transportation and tariff conditions, we have been compelled to buy machinery, flour, clothing and, to a considerable extent, our manufactured articles, from the provinces of Ontario and Quebec. It has been a long, hard and up-hill fight. If the Maritime provinces have not increased in population as rapidly as the other provinces of Canada have, it is because of the economic conditions against which we have been fighting. We have paid our proportion of the $100,000,000 which has gone into the construction of canals, and we are getting not a dollar in return for it. We are paying our share of all the millions of dollars that have gone into great public works—millions of dollars in the harbour of Montreal, millions in the harbour of Quebec, millions in Toronto, millions in Vancouver, millions in Victoria, millions all through this country.

Mr. Stevens: Millions in Halifax, millions in St. John.

Mr. Carvell: Very few. We are coming to our own at the present time, but we started only four or five years ago to do it—no thanks to this Government. We have paid our shares, and we have paid it willingly. Any man from the Maritime provinces who will vote to sustain this report is a traitor to this country and has not the best interests of his province at heart. I will watch this vote with interest. I want to see what attitude my hon. friend the Minister of Marine and Fisheries will take on this question; I want to see the attitude every other member from the Maritime provinces will take in the matter. It is said that we should pay our share of the $150,000,0000 for building a railway from Winnipeg to Quebec, though the Maritime provinces have no rights of extension in the eastern provinces, no right to obtain the benefit of cheap transportation from west to east or to build up their ports. Do my hon. friends tell me it is reasonable to expect the Maritime provinces to accept a situation like that? Are my friends the Prime Minister and the Minister of Marine and Fisheries gong to vote for a proposition of that kind? If for no other reason than the nature of the conclusion of this report, I would feel that every man from the Maritime provinces, no matter on which side of Mr. Speaker he sits, is in honor bound to condemn this report not only by his word but by his vote and by every means in his power. It should be condemned if for no other reason than because of the gratuitous insult it offers to the people of the Maritime provinces in its concluding words. In the first place the matter to which it refers is a question of policy which was settled by the people of this country in two elections: it does not concern these commissioners at all. The report offers a gratuitous insult which I do not believe the Prime Minister knew was in the document or he would not have allowed it to be circulated in its present form. It is there, however, and the Prime Minister must take the responsibility.

Mr. Sinclair: The acting Minister of Railways approved the report.

Mr. Carvell: I was not here and I did not hear his remarks. I must confess that I had a better opinion of him.

The Valley "Tramway".

I think I may be pardoned if for a few moments I refer to a matter connected with the Grand Trunk Pacific railway which is not dealt with in this report. In the province of New Brunswick the people were led to believe that the city of St. John would be one of the terminals of the road. The late Government when in power had made arrangements to build the road of which I have been speaking, the Valley railway, which was to be the connection between the Grand Trunk Pacific railway and the city of St. John. My hon. friends the enemy have possession of things down there now; they are building a tramway, which I have described, which does not go within 25 miles of the Grand Trunk Pacific railway. It does not go to St. John, and they never intend that it shall go there.

It starts from the Canadian Pacific railway at Andover, and it is going to end on the Canadian Pacific railway at Westfield, at least that is my prophecy, and it will only be a matter of a week or so now until we see if my prophecy is correct. Years have gone by, and not a finger has been lifted to give St. John access to this great work. We are paying our share and getting no benefit, and as far as I can see years more will go by and we will not have any chance of participating in the benefits. I wish that the minister of marine and fisheries (Mr. Hazen) were here tonight. I hope that before the debate concludes he will take the people of New Brunswick into his confidence and tell them what he is doing and what he hopes to do in order to give his own city connection with this work, and put the people of that city in a position to receive their portion of the benefits which they have fondly hoped they would receive from the expenditure of millions on this great project. He is not here; I am afraid he will be as mum on this question as he was during the debate in this house on the famous Gutelius agreement by which our rightful freight business is carried by Mr. Gutelius, for one-half what it actually costs to transport it, away to Halifax. The hon. minister was very anxious to have a chance to talk about it ,so anxious that he got the minister of public works to adjourn the debate in order that he might discuss it later on. The resolution went to the bone pile and is there yet, it has never been called up and never will be. The minister has not had an opportunity to discuss it, he never will, and I am afraid he will be quite as silent in this debate as he has been on all other matters referring to his own city, his own constituency, and our great commercial port. These things are not in the report, but they are of great importance to all the electors of New Brunswick, and of more special importance to the electors of the minister of marine and fisheries than all of this put together.

A Partizan Report.

I have discussed this report at greater length than I intended. It is a rather fascinating subject; a man might speak for three or four hours today and go on for three or four hours more tomorrow because, Sir, it is, in my judgment, so unfair, so full of unfair statements, so unfair to the Liberal party, so unfair to the former commissioners, so unfair to Canada as a whole, that a man hardly has parliamentary language in which to describe his real feelings, not only towards the report but towards the men who are responsible for it—and when I use that expression I do not mean simply the two tools, Gutelius and Staunton, but I mean the whole government that stands behind it. I hope that before the debate concludes the acting minister of railways will be convinced, as he must in fact now be convinced, that it is a partizan report, founded upon false premises, founded upon lack of evidence, a report not justified by the evidence, a report not in the interests of the country, and that he will see that the government will either accept the amendment of the hon. member for South Renfrew or formally state in the house that they do not father the report, do not stand by it—because we know by their conduct that they are not standing by it—and that they will by their words say to the people of Canada, as they have been doing for months by their actions in allowing moneys which these men say should not be allowed and doing a hundred things which these men condemn, that they do not endorse the report. I have tried to present this matter exactly as I feel about it, not only from the standpoint of my native province but of Canada as a whole. As the hon. member for South Renfrew said, this is not a question involving New Brunswick or Nova Scotia, but a question involving the good name, the honesty, the business reputation and the financial standing of the whole of Canada. That report is one which I believe has done more to injure our fair name in the markets of the world than anything that has happened in our lifetime and is something which I hope never will be repeated. I certainly hope it will never be repeated merely for party purposes, for that has been the whole object and aim of this nefarious report.

On motion of Mr. Stanfield the debate was adjourned.

On motion of Mr. Reid the house adjourned at 12.30 a. m. Thursday.

SCHEME TO CRIPPLE POWER OF SENATE

Government Leader Proposes That Railway Bill Be Referred to Joint Committee of Both Houses But Declines to State How Many Members of Commons Would Be On It—Liberal Leader Sees the Joker.

Ottawa, March 31—An unique proceeding was attempted in the senate today by the government leader, Hon. Mr. Lougheed, which has been so far blocked by the Liberal leaders, but which, if successful, might furnish the government with a handy and simple means of combining Conservative forces in both houses, thus overcoming any trouble with the Liberal majority in the upper house.

In moving the second reading of the government bill consolidating the railway act, which has been introduced first in the senate, Senator Lougheed proposed that instead of following the usual precedent of referring it to a committee in the senate, it be referred to a joint committee of both commons and senate. The government leader's argument was that this would expedite legislation and avoid unnecessary repetition of the evidence and arguments on behalf of railway companies, railway employes,boards of trade and other bodies interested in the provisions of the bill.

Mr. Lougheed declined to say how many members the commons would appoint to this joint committee.

Bostock Saw the Joker.

Senator Bostock, the Liberal leader, promptly pointed out that since the commons might have a much more numerous membership on this joint committee than the senate, the commons representation composed largely of government members would be able to determine the findings of the committee.

This aspect of the question was further emphasized by Senator Dandurand and other Liberal senators, who noted that the senate would be thereby practically giving up its powers of independent amendment of the government measures.

In this connection it may be pointed out that when a bill is reported from committee for third reading in either house it can only be amended on reference back to committee. Thus so far as any practical changes in the bill might be concerned it would all depend on the committee and if, as is proposed, the committee in this case is made up of the majority of the commons, the prerogatives of the senate would be practically abrogated.

Senator Bostock pointed out precedent in Great Britain demanded an equal membership from each house on joint committees or else provision for special committees in each house with power to communicate with each other as they pleased. He moved an amendment referring the bill to a special committee of the senate which would have the power to confer with the special committee similarly appointed by the commons. After considerable discussion the debate was adjourned and will be continued tomorrow.

As having some bearing on the situation, it may be noted that the railway companies are strenuously objecting to the provision in the bill giving the railway commission control over all stock issues and bond debenture issues. This might, perhaps, be one reason for desiring a procedure with the bill different from the usual course.

SENDING CRUISERS TO "SPORTS" IS ALL RIGHT FOR TORIES

Return in Parliament Shows Canadian Fishery Patrol Had a Busy Season at Atlantic Coast Picnics.

Ottawa, March 31—It would appear from a return tabled in the commons this afternoon that one of the particular summer duties of government cruisers, under the Borden government, is to attend regattas and celebrations of various kinds, in gala attire, as a special feature of the "sports" and pastimes of the day.

It will be recalled that a great uproar was created in the Conservative ranks, because some years ago the Niobe was permitted to attend a celebration at Yarmouth (N. S.) The present return, however, shows that there has scarcely been a celebration along the Atlantic coast during the past two years to which the government has not sent a cruiser, with full crew and complement of men.

There have been several requests for the attendance at such affairs of the Niobe on the Atlantic, and the Rainbow on the Pacific, but for obvious reasons the government had to courteously refuse the request.

On June, 1912, Mayor Newton, Prince Rupert, asked the government for the loan of the Rainbow—to take part in the Dominion day celebration at that port. The minister answered that he "much regretted that the Rainbow could not come as she would be carrying out the annual musketry practice on July 1, and this could not be interfered with."

However, the government has been sending its fishery protection cruisers to every picnic. The records tell of the despatch of the Constance, the Petrel, the Guinare, and other government vessels during July and August, at all the celebrations held at points along the Atlantic coast for the past two summers.

London, March 31—The treasury statement for the fiscal year seems to justify the much criticized optimism of David Lloyd-George, chancellor of the exchequer, which led him a year ago to decide to meet the heavy increase in expenditures by a natural growth of revenue from the existing taxes instead of imposing new taxes.

The total revenue for the year was $991,214,485, an increase of $47,204,490 over the previous year.

The total expenditure was $987,469,845, an increase of $43,855,000.

APPRECIATES GIFT FROM CITIZENS

Captain of Steamer Westport III. Acknowledges Gift for Heroic Work in Connection With the Cobequid Disaster.

Wednesday, April 1.

Mayor Frink received yesterday a letter from Captain J. E. MacKinnon, of the steamer Westport III., who played such a gallant part in the rescue of passengers and crew from the steamer Cobequid, and who is now in Kentville Sanitarium in consequence of injuries received and exposure at the scene of the wreck, acknowledging the receipt of the gold watch presented him by the city and handed to his brother in his absence. Those who felt the thrill of admiration at the bravery and heroic conduct of the MacKinnon brothers will be glad to know as stated in the letter given below, that Capt. J. E. McKinnon is likely to recover his usual health. The letter follows:

Kentville Sanitarium,
March 28, 1914.

To the Mayor and Citizens of St. John:

I appreciate very much the gift you have made in recognition of the part in the rescue of those on board the Cobequid by the steamer Westport III. My crew and myself felt it our duty to attempt to find the ship, and save if we could, but one or two. I felt myself that life was at stake. I can assure you that the gift will long be remembered. Although I got shaken up and my health generally is considerably affected, I trust that with rest and good, careful treatment I will soon be restored.

Yours faithfully,
J. E. MACKINNON.

NEW BRUNSWICKER CLEARED OF THEFT IN MONTREAL COURT

Judge Scores Insurance Company for Tactics in "Persecuting" Felix Michaud.

Montreal, March 31—In the court of special sessions today, Felix LeBlanc, of New Brunswick, was charged by the Metropolitan Life Insurance Company with having misappropriated $10, while acting as agent for them.

Judge Bazin dismissed the case, and characterized the action of the complainant company as persecution. They had previously laid a complaint in the civil courts seeking to recover $200 from LeBlanc, and it appeared that they wanted to make sure of their man by bringing a case to the criminal courts, with the object of sending him to jail if he did not pay up.

"This court will not lend itself to such tactics," said the judge. "This is not a collection court. It has been shown that the accused wrote the company when he heard they accused him of arrears, and asked for a statement showing what he owed. This statement was not given. It looks to me like persecution, and I will have these complainants know that they cannot take the law into their own hands."

Kimono sleeves have actually gotten into babyland. Small children's coats have them, also the set-in sleeve.

Digging Out Corns Causes Blood Poison

To really make a corn go away, to remove it for all time, there is but one way. Paint on Putnam's Painless Corn Extractor, a soothing, helpful remedy that separates the corn from the good flesh. Lifts it out root and branch—does it quickly and without pain. The name tells the story, Putnam's Painless Corn and Wart Extractor, price 25c.