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Two Cents

WHY?

The Royal Commission now sitting at Ottawa is investigating only four contracts let by the late Canadian Shell Committee to United States firms; only this and nothing more.

A contract with the International Arms & Fuse Co. for 2,500,000 fuses.

A contract with the American Ammunition Co. for 2,500,000 fuses.

An alleged or abortive contract with the Edwards Valve Company of Chicago for cartridge cases.

An alleged contract or negotiations with the Providence Chemical Co. of St. Louis, for supplies of picric acid.

These contracts amounted to some \$22,000,000.

The Canadian Shell Committee handled altogether contracts amounting to over \$300,000,000.

The scope of the Royal Commission is restricted rigidly to these United States contracts—LESS THAN ONE-TWELFTH of the total business of the Shell Committee.

By the terms of its commission from the Borden government, it can not and must not go any further.

Sir Wilfrid Laurier's demand was for Parliamentary investigation of ALL business of the Shell Committee.

Voted down by the Borden majority in the House.

A later demand by Liberals for extension of scope of the Commission; also voted down.

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FULL INQUIRY AGAIN REFUSED.

That the Borden government is quite determined to refuse any investigation or inquiry into the doings of the Canadian Shell Committee except the United States contracts specifically referred to the Meredith-Duff Commission, was demonstrated once more in the House of Commons on May 5th. The Conservative majority in the House, obedient to the lead of Sir Robert Borden who spoke at length in refusal of the proposal, voted down a motion by Mr. F. B. Carvell, M.P. for extension of the scope of the Royal Commission.

Mr. Carvell explained that his request had come as the consequence of conditions which had arisen before the Royal Commission as to the right of counsel to pursue examination of witnesses in regard to statements and documents produced in evidence before the Commission by the counsel for the Government, Mr. I. E. Hellmuth, K.C.

Certain statements had been introduced bearing on the relations between the Shell Committee and the Imperial Government. When Mr. E. F. B. Johnston, counsel for the Opposition, endeavored to examine General Bertram regarding the contents of these statements and sought further information regarding vital facts brought to light by the statements, he was stopped by the ruling of the Commissioners that he could not pursue questions which applied to contracts not specifically mentioned as being within the instructions to the Commission. Mr. Johnston found himself in such a position that he was obliged to discontinue his examination of General Bertram.

As pointed out by Mr. Carvell, the result was that one side of the case was being presented to the Commission while those representing the other side were debarred from approaching it in any way. In spite of this argument, Sir Robert Borden took direct stand against Mr. Carvell's request and his refusal was backed by the solid vote of the government majority.

At the same time that he made request for extension of the scope of the Royal Commission, Mr. Carvell suggested to the government that action should be taken which would give the Commission the power to take evidence in the United States and showed that this could be done by Act of Parliament. This was also brushed aside by the government. The result is that the Commission can hear only such United States witnesses as come voluntarily before it and has no power to compel attendance.

FRESH EVIDENCE OF EXTRAVAGANCE.

In reply to questions asked in the House of Commons, the Minister of Customs has given some interesting comparative statistics with respect to 10 of the leading customs ports of Canada: Montreal, Toronto, Quebec, Winnipeg, Vancouver, Victoria, Three Rivers, Sherbrooke, St. John and Halifax. The total revenue collected at these customs ports for the fiscal year 1910-11 aggregated \$50,277,716. For the fiscal year 1914-15 the revenue from the same ports amounted to \$52,546,653. The salaries of the customs officers at these 10 ports rose from \$896,405 in 1911 to \$1,236,978 in 1915, not including the salaries paid to officials on military service overseas. The number of customs officers increased during this period from 937 to 1,160, exclusive of 75 on military service. The comparative figures from Winnipeg, for instance show a falling off in customs revenue between 1911 and 1915 of nearly \$500,000, while the number of customs officials rose from 102 to 129, exclusive of 21 on military service, while the salary cost rose from \$110,050 to \$150,650. The statistics illustrate the tendency to extravagance and over-manning of the working staff which has marked practically all departments of the Government since 1911. The present Government, in place of proceeding to put the Civil Service on a business-like basis, as they pledged themselves to do, have aggravated the condition which was the subject of their criticism when they were in Opposition.

THE COMMANDEERED WHEAT.

When the Borden government on November 27th, 1915, commandeered some 15,000,000 bushels of wheat in terminal elevators in Canada, the reason given for this action was the "urgency" of the needs of the Allies for supplies. On April 29th it was shown in the House of Commons that the last of this wheat was not actually being shipped to Europe until some time this month. So much for the "urgency" which prompted the drastic action of the Government. Several Western members of Parliament have shown that the grain market throughout Canada was unnecessarily disturbed and that losses aggregating hundreds of thousands of dollars were sustained by private interests.

In the March number of the Liberal Monthly, at Page 79, in an article on Hay Contracts in New Brunswick, a printer's error in figures in the second paragraph confused the meaning of the statement made. As will readily be seen from the sub-heading over the paragraph and from the context to the erroneous figures, the intention was to show that three contracts at \$21.50 a ton had been let by the Department of Agriculture to men who were not bona fide hay dealers and that these contractors then turned around and sub-let the contracts to regular hay dealers at \$20.50 a ton, the middlemen thus securing for themselves a "rake-off" of \$1 a ton without actually buying or handling the hay themselves. The printer's error made it appear that these three contracts were given by the Department of Agriculture at \$21.00, which was of course incorrect. The contract price was \$21.50.

THE FUSE CONTRACT INQUIRY

The Royal Commission, Sir William Meredith, Chief Justice of Ontario and Hon. L. P. Duff of the Supreme Court of Canada, appointed by Sir Robert Borden to inquire into fuse contracts and certain other specified contracts let by the Canadian Shell Committee to United States contractors held a preliminary sitting at Ottawa on April 20th and commenced the hearing of evidence on April 26th. A notable feature was the almost unprecedented array of lawyers representing the various interests.

At the time of this writing the evidence regarding the actual letting of the contracts with the American companies has not progressed far enough to warrant even a summary. There are two points, however, which have been cleared up sufficiently to justify telling here. The first is that it has been proved by documentary evidence as well as by the statements of Col. Carnegie that the Canadian Shell Committee was the creature of the Canadian Government, responsible only to Sir Sam Hughes who was agent of the Imperial authorities; the second is that it has been amply demonstrated that responsible Canadian manufacturers were willing and claimed to be fully able to undertake the contracts for fuses which were let by the Shell Committee to United States concerns.

Government Was Responsible.

Col. David Carnegie, a member of the Shell Committee and ordnance expert and adviser of that body, was the first witness examined. He was on the stand for the greater part of six days and contributed a large volume of evidence serving to show the events leading up to the letting of the contracts under inquiry as well as some general information regarding the status and methods of the Shell Committee. In the latter connection he gave evidence of unusual interest in view of the claim of Sir Robert Borden and other members of the Borden government that the Government had no control over the Shell Committee, was not responsible for the Committee or any of its actions and that the Shell Committee acted only for the British Government and under direct instructions from the British War Office. He showed on the contrary that the British War Office did business only with Major General Sir Sam Hughes as Minister of Militia of the Dominion of Canada and that the Shell Committee in turn did business with Sir Sam Hughes as agent of the British War Office.

Shell Committee Were Contractors.

The status of the Shell Committee as contractors with Sir Sam Hughes, the latter acting for the Imperial Government, was proved by the production of a contract dated October 1st, 1914. The contract was between "Alexander Bertram, Thomas Cantley, George W. Watts and E. Carnegie, of the first part, and Colonel the Honorable Sam Hughes, His Majesty's Minister of Militia and Defence of Canada, acting for and on behalf of His Majesty's Secretary of State for War." It will be noted that the four parties "of the first part" were the four manufacturing members of the Canadian Shell Committee.

The first clause of the contract recited:

"That the parties of the first part agree to manufacture and deliver to the party of the second part one hundred thousand shrapnel eighteen pounder mark III shells (empty) and one hundred thousand 15 pounder mark VII (empty) subject to the following terms and conditions and at the following rates. . . ." There was a subsequent contract in July, 1915, between the same parties and couched in similar terms which is further proof that the Shell Committee did its business, not with the British Government but with Sir Sam Hughes as Minister of Militia of Canada and agent of the British Government. The fact was made quite clear by Mr. I. F. Hellmuth, counsel for the Government, who pointed out that the correspondence and contracts showed that the Imperial Government had refused to recognize the Canadian Shell Committee as an agent and had insisted on treating them as contractors.

Fuses Could Have Been Made in Canada.

An important point in the Kyte statement which may fairly be said to have been quite substantiated by the early evidence is the contention that fuses could have been manufactured in Canada and that therefore there was no need to go to the United States and practically subsidize Americans to start manufacture by advancing a large proportion of the contract price, thus enabling them to finance the building and equipping of factories. That a similar arrangement could have been made with Canadian manufacturers who were not only willing but anxious for the business is reasonably evident.

In his evidence on the first day of the inquiry, Col. Carnegie stated that in January, 1915, after his return from a trip to England he had gone to Peterborough, Ont., and interviewed Col. Nichols of the Canadian General Electric on the subject of the manufacture of fuses. This was done, he said, because he had authority "to let an experimental order for 20,000 fuses to be made in Canada." On February 15, 1915, Col. Nichols wrote that he had investigated the matter and had decided that before going into the business and incurring the heavy cost of the necessary plant he would require to have assurance of orders extending over a considerable term. On February 22nd, Col. Nichols followed with a letter in which he went into more detail as to the danger of his company embarking on the manufacture of fuses with so small an order and with no certainty that the volume of business that might follow would justify the large outlay for plant and preliminary experimental work. He offered therefore to undertake the order on the basis that the authorities should pay the actual cost of "development" of the first 20,000 fuses. This offer, Col. Carnegie said, was refused as the War Office would undertake to pay only the "manufacturing" cost.

Canadian Company Was Ignored.

So far as the evidence of Col. Carnegie shows, no further attempt was made to secure Canadian made fuses from the Canadian General Electric in spite of the fact that this company had shown its eagerness to undertake the work on a reasonable basis, and had the plant and capital necessary to handle the work on a very large scale. On the contrary, it was shown that Col. Carnegie had written to Mr. Nichols advising him to drop the whole matter. Even when the Shell Committee later found itself in a position to place an order for 5,000,000 fuses, no attempt was made to renew negotiations with the Canadian General Electric and this immense business which would have meant a large new industry in Canada and highly paid work for thousands of Canadian workmen, was given to United States companies.

Experience of Russell Motor Car Co.

But this was not all. The Russell Motor Car Company of Toronto, which has an immense machinery plant, attempted in vain to get a share of the 5,000,000 order which finally went to the United States. This was first brought out before the Commission in the evidence of Col. Carnegie on April 27th. Later evidence showed that the Russell people first heard on April 30, 1915, that large contracts for fuses were to be let. T. A. Russell and Lloyd Harris, president of the Russell Company happened to be in New York on other business when this information reached them and they then saw Sir Sam Hughes in Col. J. Wesley Allison's room in the Manhattan Hotel. They questioned Sir Sam as to the fuse orders and were told that such orders were going and they had "better get busy and scratch gravel." They immediately got into communication with the Shell Committee and as a result started at once figuring on what they could handle with a view to submitting a definite tender. They reached a verbal understanding with Col. Carnegie that they would be given a chance at from 1,000,000 to 1,250,000 of the 5,000,000 order provided they could show that they were in a position to undertake the work. They were given ten days in which to complete their arrangements and this time limit would have expired on May 22, 1915.

Contracts Let While Canadians Negotiating.

On May 21st the Russell Company wired that they had their arrangements well advanced and expected to submit a definite proposal early in the following week. When this telegram was first referred to before the Commission, Col. Carnegie said he did not think it had been received by the Shell Committee, but some days later he produced the original telegram and stated that it had been received on May 21st. It was on this same day, May 21st, that the Shell Committee notified the American Ammunition Company, or rather the Yoakum-Bassick-Allison combination, that they had been awarded the contract for 3,000,000 fuses and it was on this same day that representatives of the International Arms & Fuse Company were in Ottawa, still figuring on getting the whole of the

5,000,000 order and apparently unaware that their American competitors, the Yoakum-Bassick-Allison combination, were in the field at all. But the Shell Committee had apparently decided to divide the order between the two United States concerns because when T. A. Russell came to Ottawa on May 26th with a formal letter dated May 25th offering to undertake a contract for 1,500,000 fuses at \$4.20 each, which was 30 cents less than the price afterwards granted to the United States companies, he was told by Col. Carnegie that the contracts had been let and that the Imperial Government was not placing any further orders for fuses.

Questioned as to why the contract for 5,000,000 fuses had been let to United States companies when Canadian manufacturers were looking for the business, Col. Carnegie said he had decided in his own mind that the Canadian companies would not be able to do the work, chiefly because they lacked the expert workmen needed.

Later on, Russells Got a Contract.

One month later, however, Col. Carnegie and the Shell Committee got new light on the ability of the Russell Company to make fuses and they were given an order for 500,000 "graze" fuses at an average price of \$3.50, just 50 cents less than the price at which the contract for 1,666,000 of the same type of fuse had been given to the American Ammunition Company. Col. Carnegie declared that this order was given to the Russell Company because "the importance of starting the manufacture of fuses in Canada would justify the foregoing prices." Questioned by Mr. Hellmuth as to the "somewhat remarkable" circumstance that "a month after letting a contract for 1,666,000 fuses at \$4 we should find the Committee justifying itself for letting the 500,000 (to the Russell Company) at \$3.50," Col. Carnegie answered that at the time the first contract was let he was not aware that the price for such fuses in the United States was less than their contract price. Between that time and the time the contract was given to the Russell Company for fuses to be made in Canada this information has been received.

Carnegie Discouraged Canadians.

The facts regarding the Russell Company's negotiations as revealed in documents and the evidence of Col. Carnegie were substantiated to a large degree by Mr. Lloyd Harris, President of the Russell Motor Car Company who gave evidence on May 9th. Mr. Harris contributed some additional information of decided importance. He stated that from the very first Col. Carnegie had discouraged them in their efforts to secure a contract and that on May 6th, 1915, Col. Carnegie told him that he was wasting time as he (Col. Carnegie) had investigated the whole matter and had decided that the fuses could not be made in Canada.

"I took straight issue with him," said Mr. Harris. "I told him that was a foolish statement for anyone to make—that things could not be made in Canada,—as much larger things had been done in Canada than the manufacture of fuses."

"Go to Col. J. Wesley Allison."

Mr. Harris added that at the close of this interview on May 6th, at which General Bertram was present, Col. Carnegie told him that "if he wanted a contract he would have to go to Col. J. Wesley Allison." This, however, Mr. Harris made up his mind not to do and he and Mr. Russell continued their efforts with the Shell Committee until finally told that the 5,000,000 order had been let to the United States concerns. Mr. Harris said he felt that the Shell Committee and Col. Carnegie had broken faith in not carrying out their promise to hold a portion of the contract until the Russell proposal had been completed. He declared that the Russell Company's equipment was fully capable for the work, as had later been proved by their success in making "graze" fuses. He was positive that they could have done just as well with "time" fuses.

"Pressure" on Shell Committee.

A particularly interesting point in the evidence of Lloyd Harris was his statement that Col. Carnegie

had said the reason the contracts had been let to United States firms was because "pressure had been brought to bear to place these contracts." This was said by Col. Carnegie on May 26th when Mr. Harris and Mr. Russell had come to Ottawa with their definite proposal, only to be informed that "it was unfortunate but the contracts had already been let." They had protested vigorously and had a "heart to heart" talk of some three hours with Col. Carnegie and General Bertram, chairman of the Shell Committee, in the course of which Col. Carnegie made the statement as to "pressure." Later on in his evidence, Mr. Harris stated that the impression he had got at the time was that the "pressure" had come from some one higher up in the Shell Committee.

Another interesting point was the statement by Mr. Harris that early in October, 1915, he had given all the information at his disposal in the whole matter of the fuse contracts to Sir Robert Borden, first verbally and later in two letters.

AS TO PATRONAGE

From the wilderness of the Borden Nationalist-Conservative party's devotion to the system of patronage in the conduct of the country's business one voice has at last been heard crying out in protest. Sir George Foster, the veteran parliamentarian, is the one man among the members of the Borden government who has dared to speak in condemnation of the system which has been carried to such lengths in the past four years, and in view of the record of these four years and the notoriety which the system has forced upon itself, his utterance may fairly be regarded as the well-weighed protest of a man of ripe experience who knew whereof he spoke. It was in his speech on the Budget, on February 17th, that Sir George delivered himself of his views on the subject, as follows:

Sir George Foster's Protest.

"Now, as to patronage, I have been thirty-four years in public life; I have been a pretty close student of political parties and political history in this country, and I have simply this to say—I give it as my individual opinion—that in the whole course of my political life I cannot point to a single instance where political patronage ever helped the status of the bench, ever helped the status of the Civil Service, ever helped in the economy of their administration the status of public administrators, no matter what functions they performed, never helped a member of Parliament in reality, never helped a Government in reality; it almost always causes the dry rot and disintegration that break up government after government and party after party, and I wish now, in the white heat and light of this great contest and struggle and the self-sacrifice that we are called upon to make, that we might speak from the heart out, and make an agreement in this country between both parties, that hereafter patronage shall not be applied by political parties in the construction of our public works. Now, that is a frank admission. Some may say to me that I have no right to make it. I presume upon my grey beard and thirty-four years in public life, and I make that statement for what it is worth. I will just append to that one single sentence, and it is this: that if there is any laxity in the public virtue of this country to-day, if there is any canker of public corruption in ninety-nine cases out of a hundred you can trace it to the baleful effect of political party patronage."

A Liberal Suggestion.

Sir George was given a lead for his unexpectedly frank declaration by Mr. A. K. MacLean, Liberal member (Halifax), who preceded the Minister in the debate. In the course of his able criticism of the budget proposals of the Minister of Finance, Mr. MacLean took high and only too well justified ground in an appeal for a revision of the business methods of the present administration, and referred particularly to the evils of the patronage system in the following words:

"Since the beginning of the War we have realized perhaps as never before the grip that patronage and other evils has upon our conduct of public business. We know it exists in disgusting proportions. I have seen it myself. We all have seen it. More than that, I want to say I know of some Ministers who have fought against it. I know of other Ministers who have succumbed. WHEN IS IT TO END? WHY NOT NOW? Why not make a determined and united set upon the evils of patronage and corruption? I know that politics is not the only sphere that requires regeneration, but there is no better place to give leading to a new and better regime than in the nation's public and parliamentary life."

Patronage Rampant Since War

The curse of the patronage system, tending as it inevitably does to petty graft in all public expenditures and to inefficiency on the part of public employees and officials who owe their appointments mainly if not altogether to political influence, has been more apparent than ever since the War commenced. It has been proved over and over again in the evidence before the Public Accounts Committee in the past two years as well as in the revelations before the Davidson Commission. It has been charged and proved in scores of cases on the floor of the House of Commons and little if any attempt has been made by the Government to disprove it, undoubtedly because it cannot be disproved. The facts show that the system of patronage has been deliberately fostered by the Borden government in the first place to reward party friends for services rendered, and now chiefly to ensure political support and party service when it may be most required.

Tory Promise and Performance.

The attitude of the two parties towards patronage is nowhere better illustrated than in their relations to the Civil Service. In the record of the present government is to be found an illuminating example of professions and precepts when in opposition and utter failure of practice when in power. The famous "Halifax Platform" promulgated by Sir Robert Borden in 1907 contained the important plank:

"A thorough and complete reformation of the laws relating to the Civil Service so that future appointments shall be made by an independent commission acting upon the report of examiners after competitive examination."

At the time this platform was promulgated such a reform was in course of working out by the Liberal government and was completed and brought into force the following year.

But not even the radical step taken by the Laurier government could satisfy the Mr. Borden who was in opposition, and in 1911, in the manifesto which he issued just prior to the elections, he made one of the important clauses a call "for the extension of Civil Service Reform." In spite of all the protestations of the days prior to accession to power, the Borden government has allowed four years to pass without so much as a single step toward extension of Civil Service Reform, and the protest of Sir George Foster, worthy as it is of all approval, is the first word that has been heard on the subject from within the party.

Liberals Enacted Civil Service Reform.

The Civil Service Act of 1908 stands to the credit of the Liberals as the first introduction and the first application of the principle that the public service, both as regards appointments and control of conditions after appointment, should be entirely and

permanently removed from the unhappy influences of party politics. This removal was accomplished by placing the sole control in the hands of an independent Civil Service Commission which controls appointments by having entire charge of competitive examinations which must be passed before any candidate can qualify for appointment. This Commission also controls promotions, increases of salary and all other matters relating to the improvement of status of civil servants and the certificate of the Commission is required before any such changes can take effect. The system prior to 1908 provided for a certain form of examination but the power of appointment rested with the Ministers. The Civil Service Act provides that appointments to the service shall be in order of merit as indicated by the examination results and that persons so appointed can be removed for unfitness only after written notice from the head of the department to the Commission, giving reasons. The Act was applied only to what is known as the "Inside" service, which means the administrative departments at Ottawa. It was the intention of the Liberal government to extend it to the "Outside" service wherever it could be reasonably and workably applied and for this purpose there was incorporated in the original bill a clause providing for such extension. Had the Liberals remained in power after the elections of 1911 this extension would have been carried into effect long ere this.

Civil Service reform was a plank in the Conservative platform of 1907, and its extension was again a plank in the platform of 1911. The party was thus definitely pledged to the principle. The Conservative party has been in power for nearly five years but as yet has done nothing to carry out these pledges. The Liberals in 1908 enacted a reform which was radical and practical and has proved successful so far as it has been allowed to operate since 1911.

DOES MILITARISM THREATEN CANADA?

AFTER the War, what?

It is probably significant of the attitude of the majority of Canadians towards important public questions and problems that the great volume of discussion as to what is to happen to Canada when the War is over has been confined mainly to speculations and predictions concerning trade, manufacture, immigration and the material well being of the country.

As to the volume of trade which may be expected when hostilities cease there is some difference of opinion. It is generally conceded, however, that Canada is bound to be called upon to play a large part in supplying materials for the rebuilding of a devastated Europe. Canadian timber and certain products of the mine are among the natural resources for which there will be a tremendous demand and which Canada will be able to supply in quantities that need be limited only by shipping facilities. It is also reasonably certain that there will be a greater demand than ever for Canadian food-stuffs of all kinds, a demand which will undoubtedly also

tax carrying capacity until such time as European countries affected by the War have got back to normal standards of production. Meantime Canadian products will have become better known and permanent markets created.

Varying Views on Immigration.

As to immigration from Europe into Canada, there is a much more marked difference of opinion, and leading authorities are to be found at direct variance. A favorite argument of those who look for a great tide of immigration is based on the prediction that thousands and hundreds of thousands of the people of European countries, sickened with the horrors and trials of War, will seek escape from lands where the danger of War has been and may still be ever present. These people, it is argued, will naturally turn to the Western hemisphere, and a large proportion will see in Canada the much-sought land of peace where they may work out their lives in freedom from the constant and dreaded menace of War.

Canada Must Be Ready.

If Canada is to expect such immigration after the War, it seems reasonably clear that Canada must be able to offer to these people what they will be looking for. She must be in a position to say honestly and confidently "Here we have attractions and conditions for you such as do not exist in your own country." It is in this connection that a clear note of warning has been sounded as to the danger that the end of the War may see in Canada the uprising of a movement to saddle the country with a permanent system of Militarism. This warning was given publicly in the House of Commons on April 12th by Hon. George P. Graham during the discussion on the estimates of the Minister of Public Works. In the course of an argument to justify the size of some of his appropriations Hon. Mr. Rogers spoke glowingly of the bright future assured to Canada from the great tide of immigration which must come from Europe when the War is over.

Hon. Mr. Graham's Warning.

Hon. Mr. Graham said:

"I am very much pleased at the optimism of my hon. friend and I hope he is correct in his belief, but it is well to be on the safe side. My hon. friend hopes that this is to be a country where the conquest of peace will be the ideal, and that is one reason he gives why immigration will come to us from European countries. If we are to present that ideal in a practical form to intending immigrants, we shall have to be careful when the War is over to keep on our shoulders very level heads and to see that we are not stampeded and diverted from what ought to be our natural aspirations as a country with peace as our chief aim. Undoubtedly we shall be confronted with a school of thought that will regard it as necessary that Canada should be an armed nation as if war were imminent at any time. If that thought were allowed to prevail, Canada would have no attractions to offer to the intending immigrant over those of European countries. It will be a strong incentive for people in devastated European countries to come to our shores if they know that they are to be in a better position here as regards liability to war than they are in their own countries. SO, ONE OF THE PROBLEMS WE SHALL HAVE TO DEAL WITH WHEN THIS WAR IS OVER IS TO COUNTERACT, SO FAR AS NECESSARY, THE INCLINATION TO MAKE CANADA A MILITARY COUNTRY, WITH ALL THAT THAT MEANS. We shall always have to have a certain preparedness, as becomes the dignity of a nation; BUT IT WILL BE OUR DUTY ALSO TO GUARD AGAINST BEING STAMPEDED INTO MAKING CANADA AN ARMED CAMP. That is one extreme; of course, there is the extreme on the other side. My hon. friend has given me an opportunity to express this view, as I have expressed it elsewhere. I am not so

optimistic about immigration to Canada immediately after the war as some people seem to be. It will take a little time for things to settle down, so that Canada can present her proper attractions before the world. European countries that have been devastated will have to be rebuilt, and the scarcity of men in those lands will leave all the fewer to come to Canada. It is all the more important, then, that we should have something much better to offer them than that which was offered in their own land."

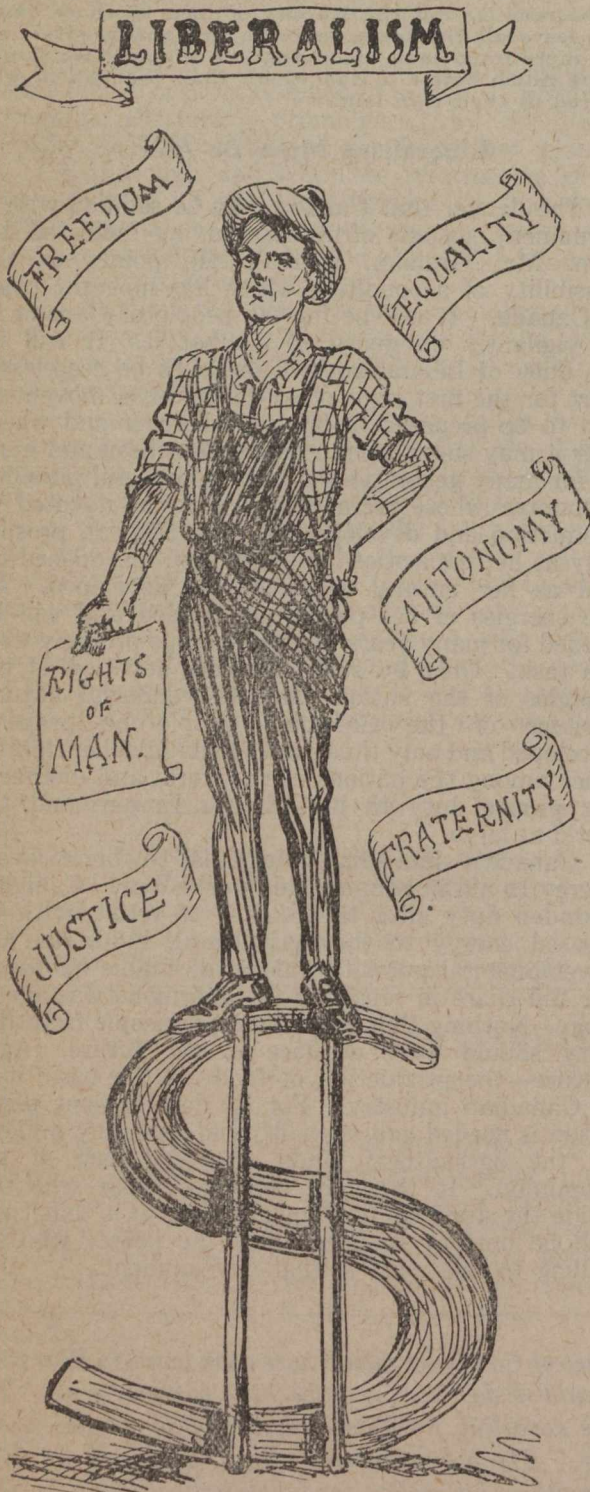
Liberalism Must Be Alert.

The danger that Canada may be saddled with a permanent system of militarism, as indicated by Hon. Mr. Graham, is real. He points to the possibility of a condition which has no right place in Canada. It will be for the people of Canada to be vigilantly on guard to combat it. It will be the duty of Liberalism in Canada to be ceaselessly alert for the first signs of so dangerous a movement and to be prepared to fight it wherever and whenever it may show itself. Canada has been and must be for many generations a land of peaceful pursuits, a country whose main efforts must be devoted to production and development. Canada can prosper only as her capacities for production are opened up and as her natural resources are developed. All the energies of her people are needed and will be needed for many years to come to cope properly with the task. Only by such complete devotion of the energies of the nation can the wonderful natural heritage of the Canadian people be properly developed and only thus can Canada take her rightful place among the nations of the world and discharge her proper duty to herself, the Empire and the world at large.

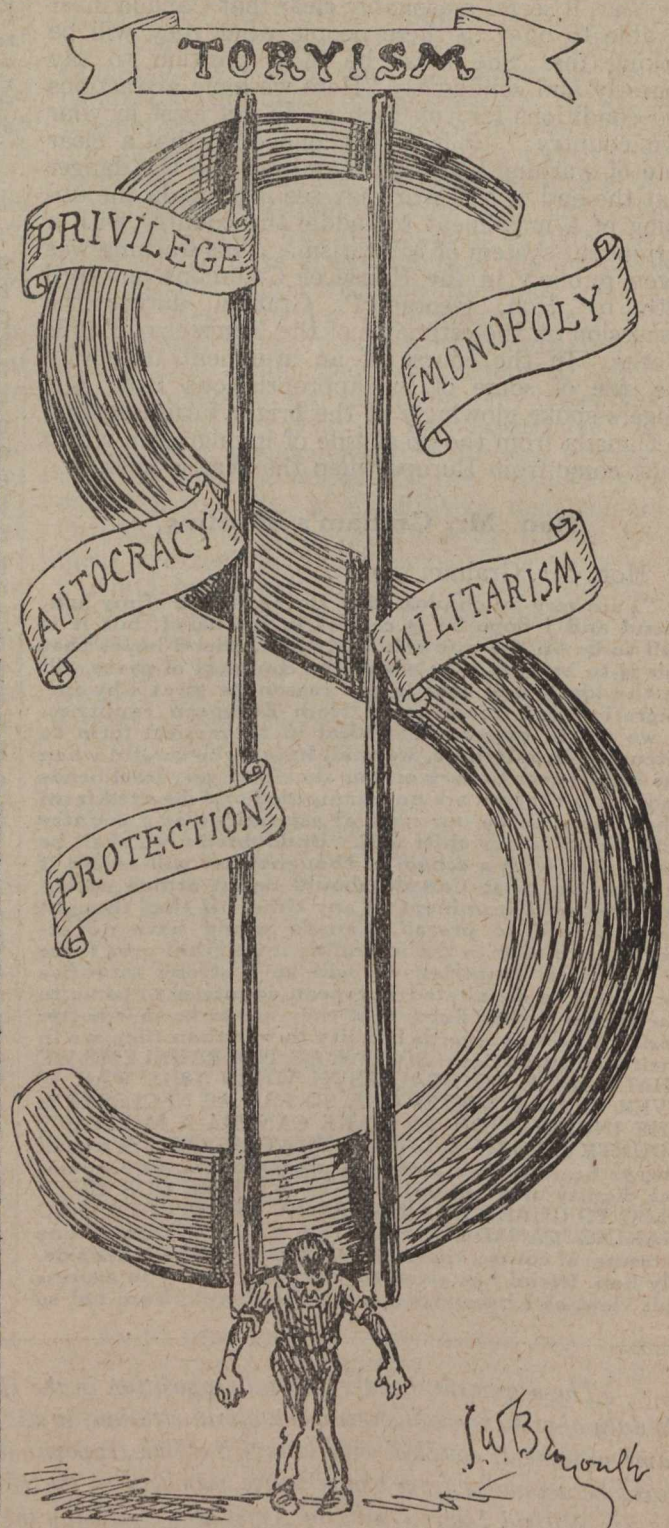
Canada's immediate duty is to bend every energy to aid in winning this world War. Canada's bounden duty after the War is to return with increased energy to the agricultural, industrial and developmental pursuits which will enable her to do her full share in repairing the enormous wastage of War. Nothing that can divert her people from this duty should have a place in the future. Agriculture—the production of food—is the basic item of Canadian industry. For its development population is needed and there is room for many millions on the agricultural lands of every part of the Dominion. It therefore behooves those who will guide the destinies of Canada to see to it that there will be nothing to keep away the people who are willing to take part in that development.

The argument that the Liberal Opposition in the House of Commons should have abandoned in War time, its duty of criticism of Government administration, is still heard in the columns of the Tory partisan press. The same argument, coupled with taunts that the Opposition is departing from its pledges in this respect, is still heard occasionally from Conservative members in the House. The arguments are wrong; the taunts are false. As Sir Wilfrid Laurier said on April 4th, in closing the debate on his motion for full investigation of the Shell Committee:

"I must protest against the interpretation given by the other side of the House to our attitude, an attitude which if accepted by us, would have reduced constitutional government simply to a mockery, which would have made of this free Parliament a Chinese pagoda where the representatives of the people would have had to sit like statues of Buddha, mute and motionless, never to utter a word, never to lift a finger, unless it were to approve the action and the words of the Government."



**The Man Above
The Dollar**



**The Dollar Above
The Man**

J.W.B. [unclear]

LEGISLATION FOR THE MASSES

AMONG the subjects which ought to be discussed and thought over by the people of Canada are legislative proposals for the improvement of the living conditions of the working classes. An obligation rests upon Liberals by reason of their being Liberals to see that these all-important questions receive their proper measure of attention. Liberalism by its very nature assumes to promote the welfare of the masses of the people. Wherever personal rights must be protected or achieved, the political force which discharges the task is Liberalism just as the influences which are in opposition are Conservatism.

Nor is it always the case that political parties divide themselves upon these lines. Some Conservatism is always to be found in Liberal parties, checking its activities or perhaps in some cases acting as a wholesome moderating influence. But allowing for the fact that parties have as many cross currents of opinion as have the individuals who compose them, the fact remains true to-day as throughout the age-long struggle of the workers for their liberties, that Conservatism stands for protection of property and the perpetuation of privilege whereas Liberalism stands for the assertion of personal rights as against property rights; for men rather than money.

Liberalism's Record Points New Duties.

Liberalism in the past freed men from slavery and serfdom; gave the right of free speech; freedom of conscience—religious liberty; the right of trial by process of law; and by the latest extensions of the franchise the right of self-government or political liberty. These great achievements are the history of Liberalism. What is the next advance? What is the present most pressing demand upon Liberalism in Canada?

Although many of the bonds with which privilege has bound the masses of mankind have been broken, Liberalism has not yet reached the end of its duties and its obligations. The conflict between the opposing social and political forces is inherent and will go on. The Liberal party in Canada has its part to perform and the time is ripe for the discussion of certain measures of social reform in this country. A wider opening of the doors of opportunity is imperatively called for in Canada as in other countries.

Canada Has Share of Problems.

It is sometimes asserted that in a new country there are not the inequalities in the distribution of wealth which create those problems arising out of poverty which in older countries have been dealt with by legislative enactment. It would be a happy state of affairs in Canada if this belief were well-founded. The fact is however that the same problems must be dealt with in Canada, in our large cities more especially but also in other portions of the Dominion.

Men and women after a lifetime of toil reach old age in poverty in Canada as they do in other countries. Here too, therefore, as in the Motherland and other parts of the Empire as well as in foreign countries, it may be that Old Age Pensions may be required for the purpose of discharging the

obligation which rests upon the State in this regard.

In Canada sickness lays its crushing burdens upon the working classes, to provide for which, a large portion of the masses of our workers are unable to save anything out of their scanty wages. In Great Britain the Liberal party has dealt with this great and complicated problem and has set an example of courage and humanity to Canadian Liberalism.

The Problem of Unemployment.

The statistics of unemployment in Canada dispels the notion that in this young country there is work for all and unemployment need be the lot of no man willing to work. The evidence before the Ontario Unemployment Commission is sufficient proof of this. This recently issued report offers proof that unemployment in some measure is inseparable from organized industry while it is at the same time lessened or increased according as skill or foresight is shown by our captains of industry. If we accept therefore the testimony of this report that unemployment is inseparable from industry; that a certain percentage of these workers must at all times be unemployed and also that, in part, this unemployment is controllable by those who are in charge of industries, it follows naturally and in simple justice that industry should contribute along with labor and the State to carry through periods of unemployment the labor forces which it makes use of during periods of special activity. To this problem of unemployment British Liberalism has set its hand in a recent act of parliament. In Canada too the time is ripe for its discussion as a practical Liberal measure.

These are far-reaching and important questions. They call for a broad and deep spirit of sympathy with the problems that press upon the daily lives of the common people. Liberalism is the political embodiment of that spirit. It answers in the affirmative the question "Am I my brother's keeper?" And if in this spirit Canadian Liberalism faces the problems of to-day which our industrial development has forced into the forefront it will have proved itself worthy of the splendid history and traditions which cluster around the name it bears.

A writer in a recent English periodical has said: "The capitalist must look beyond his own interest to the community. He has got to learn that the community is vastly more injured by poverty, discontent and depression of those he employs than it is advantaged by his accumulation of wealth."

The monthly statement of Government Finances, usually to be found in The Liberal Monthly, is absent this month as the figures for April are not yet available. April 30th being the end of the Government fiscal year, it is the custom to withhold the statement until the returns for the year are complete. The statements for the month of April and for the fiscal year will probably be available for the June number.

LIBERALISM AND IRELAND

THIRTY years ago, on April 8th, 1886, the Right Honorable W. E. Gladstone introduced in the British House of Commons his first Irish Home Rule Bill, or as it was officially designated, the "Government of Ireland Bill." At the present time it seems not inappropriate to quote from the historic speech which illustrates so strikingly the basic and eternal principles of Liberalism on which so much of the unity and success of the British Empire is founded. The following quotations are from the peroration of that notable utterance:

"I hold that there is such a thing as local patriotism, which, in itself, is not bad, but good. The Welshman is full of local patriotism—the Scotchman is full of local patriotism; the Scotch nationality is as strong as it ever was, and should the occasion arise—which I believe it never can—it will be as ready to assert itself as in the days of Bannockburn. I do not believe that that local patriotism is an evil. I believe it is stronger in Ireland even than in Scotland. Englishmen are eminently English; Scotchmen are profoundly Scotch; and, if I read Irish history aright, misfortune and calamity have wedded her sons to her soil. The Irishman is more profoundly Irish; but it does not follow that, because his local patriotism is keen, he is incapable of Imperial patriotism.

"There are two modes of presenting the subject. The one is to present what we now recommend as good, and the other to recommend it as a choice of evils. Well, Sir, I have argued the matter as if it were a choice of evils; I have recognized, as facts entitled to attention, the jealousies which I do not share or feel; and I have argued it on that ground as the only ground on which it can be argued, not only in a mixed auditory, but in the public mind and to the country, which cannot give a minute investigation to the operations of that complicated question. But, in my own heart, I cherish the hope that this is not merely the choice of the lesser

evil, but may prove to be rather a good in itself. What is the answer to this? It is only to be found in the view which rests upon the basis of despair and of absolute condemnation of Ireland and Irishmen as exceptions to the beneficent provisions which enable men in general, and Europeans in particular, and Americans, to be capable of performing civil duties, and which considers an Irishman either as a *lusus naturae* or one for whom justice, common sense, moderation, and national prosperity have no meaning, and who can only understand and appreciate perpetual strife and dissension. Well, Sir, I am not going to argue that view, which, to my mind, is founded on a monstrous misconception. I say that the Irishman is as capable of loyalty as another man—I say that if his loyalty has been checked in its development, why is it? Because the laws by which he is governed do not present themselves to him, as they do to us in England and Scotland, with a native and congenial aspect.

"I ask that in our own case we should practise, with firm and fearless hand, what we have so often preached—the doctrine which we have so often inculcated upon others—namely, that the concession of local self-government is not the way to sap or impair, but the way to strengthen and consolidate unity. I ask that we should learn to rely less upon merely written stipulations, and more upon those better stipulations which are written on the heart and mind of man. I ask that we should apply to Ireland that happy experience which we have gained in England and in Scotland, where the course of generations has now taught us, not as a dream or a theory, but as practice and as life, that the best and surest foundation we can find to build upon is the foundation afforded by the affections, the convictions, and the will of the nation; and it is thus, by the decree of the Almighty, that we may be enabled to secure at once the social peace, the fame, the power, and the permanence of the Empire."

HON. MR. KING'S SERVICE TO LABOR

THE subjoined dispatch, taken from the Toronto Globe of April 10th, will be of interest to all who recall the success attained and the service rendered by the Department of Labor inaugurated and administered with such valuable results by the late Liberal government, Mr. King having been first Deputy Minister and later Minister of Labor.

Ottawa, April 8.—The important part played by Hon. W. L. Mackenzie King, ex-Minister of Labor, in assisting in the solution of Colorado's labor difficulties of a year or so ago is recognized in a letter which he has received from the members of the State Committee on Unemployment and Relief. This Committee, which represents both capital and labor, has sent to Mr. King the following letter, which speaks for itself:

"Dear Mr. King:—The members of the State of Colorado Committee on Unemployment and Relief are reminded that in the latter part of March, 1915, the Committee came into existence by an executive order of Governor Carlson, and are venturing to celebrate the anniversary by again making known our appreciation of

the valuable service rendered by you a year ago to the people of the State of Colorado, and thereby to the workingmen, who with their families were distressed by the condition of unemployment which then prevailed in certain portions of Colorado.

"You will be gratified to know that there is no problem of unemployment in the State of Colorado at this time; our workingmen are well employed and are able to maintain their families in comfort. Furthermore there is a spirit of peace and contentment within the State that argues well for the future.

"The splendid work inaugurated and supervised by the Director of Industrial Relations of the Rockefeller Foundation will ever be remembered as one of the bright parts of the industrial history of this commonwealth.

"Will you kindly allow us once more to extend to you our sincere thanks for the important part which you were permitted to play in the transactions, and for your noteworthy personal contribution toward relieving the distressing conditions which prevailed in our midst last year. Very truly yours, (Signed) F. J. Radford, (Chairman), H. J. Alexander, Albert A. Reed, members of the State Committee on Unemployment and Relief."

QUESTIONS AND ANSWERS IN PARLIAMENT.

Weights and Measures Inspectors.—

April 3rd.—Hon. Robert Rogers told Mr. M. S. Delisle, M.P. (Portneuf), that the number of assistant inspectors of weights and measures employed at October 1st, 1911, was 68 and that the number had increased to 113 in March, 1916; he claimed that the increase was due to the general growth of business and to the increase in elevator inspection, as well as to the creation of a new inspection division in the West.

Machine Guns.—

April 5th.—Hon. P. E. Blondin told Mr. W. E. Knowles, M.P. (Moose Jaw), that the sum of \$1,265,752 had been subscribed by the public and actually paid in to the Militia Department or the Government for the purchase of machine guns for the Canadian Expeditionary Forces, including \$500,000 from the Ontario Government; that not all of this money has been used for the purchase of machine guns, but that it is the intention of the Government to apply all of it for this purpose. Answering questions as to how many machine guns had been ordered and delivered and when deliveries will be completed, he stated that it is not considered in the public interest to give this information at the present time.

Port Nelson Harbor Work (Hudson Bay).—

April 10th.—Hon. J. D. Reid told Hon. George P. Graham that as yet there is no dock space available for steamships at Port Nelson; that the total cost to date of the dredge "Port Nelson" has been \$363,518.00, and that the dredge was operated for nine weeks during the season of 1915.

Transportation of First Contingent.—

April 10th.—Hon. A. E. Kemp told Mr. J. J. Hughes, M.P. (King's, P.E.I.) that 31 ships were employed to carry the first contingent of 30,000 men across the Atlantic in October, 1914; that the charter cost was \$3,363,240, the cost being largely increased in consequence of having to charter ships some time in advance in order to get a sufficient number to go in consort under convoy of war ships.

The War Purchasing Commission.—

April 10th.—Hon. A. E. Kemp told Mr. E. M. MacDonald, M.P. (Pictou), that the War Purchasing Commission which was appointed May 8th, 1915, had been authorized up to March 31st, 1916 to expend approximately \$63,000,000; that the cost of maintaining and operating the Commission to that date was \$21,154.00.

Timber for Port Nelson Work.—

April 13th.—Hon. J. D. Reid told Hon. George P. Graham that timber costing \$109,396.00 had been bought in the United States for the Port Nelson works, in addition to large quantities of Canadian timber; that in general the average cost of transporting freight of all kinds to Port Nelson was \$56.65 per ton in 1913, \$13.59 per ton in 1914 and \$9.62 per ton in 1915.

Naturalization of Aliens.—

April 17th.—Hon. C. J. Doherty told Mr. Robert Bickerdike, M.P. (St. Lawrence, Montreal), that under the Naturalization Act of 1914, granting of

certificate of Naturalization is discretionary with the Secretary of State; that the policy of not granting such certificates to persons of alien enemy nationality has been adopted. Under the Naturalization Act of 1870 which has continued in force for three years from first of January, 1915 for aliens resident in Canada before that date and under which only Canadian Naturalization is granted, the granting of certificates is in the hands of the Judges and decision of the Courts vary upon the question as to whether the state of war suspends the operations of this Act as regards persons of alien enemy nationality. He was unable to say how many of the latter class may have been naturalized in Canada since the beginning of the War.

Importing of American Hogs.—

April 17th.—Hon. P. E. Blondin told Mr. D. Sutherland, M.P. (S. Oxford), that American hogs killed and singed in the United States are being shipped into Canada in bond and later exported, and that in the past six months 279,944 lbs. of pork, fresh, chilled, or frozen, was thus entered for warehouse in Canada; that in the past six months the total amount of pork, fresh, chilled or frozen, imported into Canada for consumption and duty paid, amounted to 34,528,482 lbs.

Enlistment in Canada.—

April 19th.—Sir Robert Borden told Mr. J. W. Edwards, M.P. (Frontenac) that during the months of January, February and March, 1916, a total of 88,575 N.C.O.'s and men for overseas service enlisted with the Expeditionary Forces; 29,212 in January, 26,658 in February and 32,705 in March.

AN INSUFFICIENT EXPLANATION.

Immigration into Canada has all but reached the vanishing point since the War. Chiefly because of the falling off in immigration, the work of the Dominion Lands offices has dropped to the lowest point in years. In spite of this the estimates of the Department of the Interior, of which the Immigration branch and the Lands branch are biggest and most important, are practically double what they were in 1911. The first item submitted to the House on March 24th was for \$485,000, salaries in the Dominion Lands and Parks branch. Hon. Frank Oliver called attention to the strange fact that this was \$150,000 more than the same item in 1911, although the number of homestead entries had fallen from 44,479 to 24,088, the number of pre-emptions had fallen from 15,812 to 2,845 and the number of purchased homesteads from 1,760 to 350. He showed that the total expenditure of the Lands branch had grown from \$1,716,000 in 1911 to \$3,670,000 in the present fiscal year. Hon. Dr. Roche, Minister of the Interior, gave as one reason why this year's estimates are not less than those of last year, the explanation that 160 officials of the department are serving with the army and that their salaries are being paid, while 40 new appointments had been made to take the places thus made vacant. How far this will go to explaining the difference between 1911 and 1916 may well be left to the judgment of the average citizen.

THE MONTH IN PARLIAMENT.

1916.
April.
- 3 **SHELL' CONTRACTS**, Sir Robert Borden announces personnel of **ROYAL COMMISSION**; **HON. SIR WILLIAM MEREDITH**, Chief Justice of Ontario and **HON. L. P. DUFF** of Supreme Court of Canada—**ONTARIO HYDRO-ELECTRIC**, discussion of Canadian Northern Bill by **D. SUTHERLAND** (S. Oxford), **W. H. BENNETT** (E. Simcoe) **A. C. MacDONELL** (S. Toronto) **J. H. BURNHAM** (W. Peterborough) **H. B. MORPHY** (N. Perth) **J. G. TURRIFF** (Assiniboia), **W. M. GERMAN** (Welland), **E. BRISTOL** (C. Toronto) and others—**PROHIBITION OF INTOXICATING LIQUORS**, discussion on 2nd reading of bill to extend Provincial Powers.
- 4 **SHELL CONTRACTS**, Sir Wilfrid Laurier's motion for Investigation by Committee of the House, discussion continued by **SIR THOS. WHITE**, **E. M. MacDONALD** (Pictou) and **SIR WILFRID LAURIER** motion negated on vote, 82 to 44—**SUPPLY**, Dept. Trade and Commerce.
- 5 **CANADIAN SHIPPING ACT**, amendment re Pilotage, introduced by **HON. J. D. HAZEN**—**PROHIBITION OF INTOXICATING LIQUORS**, bill to extend Provincial Powers, discussion in Committee—**SUPPLY**, Dept. of Railways and Canals, discussion re Operation of National Transcontinental and Trent Canal by **HON. G. P. GRAHAM** and others.
- 6 **THE BUDGET**, Taxation of Profits bill, discussion by **A. K. MacLEAN** (Halifax), **E. M. MacDONALD** (Pictou), **SIR THOS. WHITE**, **E. W. NESBITT** (N. Oxford), **W. S. LOGGIE** (Northumberland), **J. H. SINCLAIR** (Guysborough), **F. N. McCREA** (Sherbrooke) and others.
- 7 **THE BUDGET**, Taxation of Profits Bill, discussion in Committee continued, bill reported as amended—**SUPPLY BILL** of \$99,458,597, being \$50,000,000 of War appropriation and one-fifth of passed Domestic Supply, passed—**SUPPLY**, Department of Interior (Indian Dept.).
- 10 **PRISON AND REFORMATORIES ACT**, amendment re Industrial Farms, bill introduced by **HON. C. J. DOHERTY**—**RAILWAY ACT**, amendment re Powers of Railway Commission, bill introduced by **HON. J. D. REID** (Acting Minister of Railways)—**PROHIBITION OF INTOXICATING LIQUORS**, bill to extend Provincial powers, discussion in committee by **HON. C. J. DOHERTY**, **HON. WM. PUGSLEY**, **J. G. TURRIFF** (Assiniboia), **J. H. BURNHAM** (W. Peterborough), **J. H. SINCLAIR** (Guysborough)—**SUPPLY**, Post Office Department.
- 11 **RAILWAY ACT**, amendment re Railway Commission, discussion by **HON. G. P. GRAHAM**, **HON. J. D. REID**, **W. F. MacLEAN** (S. York), **HON. WM. PUGSLEY**, **HON. A. MEIGHEN**, **W. M. McCRAANEY** (Saskatoon)—**PROHIBITION OF INTOXICATING LIQUORS**, discussion in committee by **HON. C. J. DOHERTY**, **E. M. MacDONALD** (Pictou), **H. B. MORPHY** (N. Perth)—**SUPPLY**, Dept. of Railways and Canals.
- 12 **INSURANCE COMPANIES INVESTMENT BILL**, third reading and passed—**TAXATION OF PROFITS BILL**, passed—**SHIPPING ACT**, amendment re Pilotage, discussion in committee—**ROYAL ASSENT** to various Bills—**SUPPLY**, Works Dept., discussion by **HON. G. P. GRAHAM**, **HON. WM. PUGSLEY**, **J. G. TURRIFF** (Assiniboia), **J. H. SINCLAIR** (Guysborough) and others.
- 13 **PRISON AND REFORMATORIES ACT**, amendment re Industrial Farms, discussion by **HON. C. J. DOHERTY**, **HON. G. P. GRAHAM**, **A. C. MacDONELL** (S. Toronto), **H. B. MORPHY** (N. Perth), **J. W. EDWARDS** (Frontenac), bill passed—**SUPPLY**, Dept. of Trade and Commerce, Dept. of Interior, Dept. of Public Works.
- 14 **RECRUITING IN TORONTO**, statement by **HON. A. E. KEMP** (Acting Minister of Militia) re statement in Senate by Senator Choquette—**PROHIBITION OF INTOXICATING LIQUORS**, bill to extend Provincial powers reported—**SUPPLY**, Dept. of Naval Service, discussion by **HON. WM. PUGSLEY**, **J. G. TURRIFF**, **HON. J. D. HAZEN** and **W. F. MacLEAN** (S. York).
- 17 **ROYAL COMMISSION ON SHELL CONTRACTS**; **SIR ROBERT BORDEN** submits order-in-council transmitted to Imperial Government—**ST. PETERS** (Man.) **INDIAN RESERVE**, third reading of bill confirming land patents; discussion by **HON. F. OLIVER**, **G. H. BRADBURY** (Selkirk), **HON. WM. PUGSLEY**, **HON. A. MEIGHEN**, **HON. C. J. DOHERTY**, **J. G. TURRIFF** (Assiniboia)—**PROHIBITION OF INTOXICATING LIQUORS**, bill to extend Provincial powers; discussion by **HON. G. P. GRAHAM**, **HON. F. OLIVER**, **HON. C. J. DOHERTY**, **H. GUTHRIE** (S. Wellington); amendment by **H. GUTHRIE** negated 43 to 28; bill passed—**SUPPLY** Dept. of Agriculture.
- 18 **SHELL CONTRACTS**, statement by **SIR SAM HUGHES**, followed by **SIR WILFRID LAURIER** and **SIR ROBERT BORDEN**—**RECRUITS FOR ROYAL NAVY**, discussion by **E. M. MacDONALD**, **HON. WM. PUGSLEY**, **H. H. STEVENS** (Vancouver), **HON. R. LEMIEUX**, **S. F. GLASS** (E. Middlesex), **J. G. TURRIFF** (Assiniboia)—**SUPPLY**, Dept. of Trade and Commerce.
- 19 **COMMEMORATION OF BATTLE OF ST. JULIEN**, speeches by **SIR ROBERT BORDEN** and **SIR WILFRID LAURIER**—**BOUNTY ON ZINC**, bill introduced by **SIR THOS. WHITE**, discussion by **J. G. TURRIFF** (Assiniboia)—**SUPPLY**, Dept. of Railways and Canals, discussion re Grand Trunk Pacific and operation of National Transcontinental by **HON. WM. PUGSLEY**, **HON. G. P. GRAHAM**, **HON. J. D. REID**. Adjournment for Easter Recess.
- 25 **SUPPLY**, Dept. of Railways and Canals, railway estimates, discussion re Grand Trunk Pacific.
- 26 **OCEAN TRANSPORTATION AND RATES**, statement by **SIR GEORGE FOSTER**, discussion on Shipbuilding by **HON. WM. PUGSLEY**, **W. F. MacLEAN** (S. York), **J. G. TURRIFF** (Assiniboia) **SUPPLY**, discussion re Shipbuilding continued by **J. H. SINCLAIR** (Guysborough), **W. H. BENNETT** (E. Simcoe) and others.
- 27 **SUPPLY**, Dept. of Finance, Dept. of Public Works.
- 28 **SUPPLY**, Dept. of Trade and Commerce; statement re Administration of Grain Act by **SIR GEORGE FOSTER**; discussion re **COMMANDEERING WHEAT** by **SIR WILFRID LAURIER**, **SIR GEO. FOSTER**, **HON. F. OLIVER**, **W. M. MARTIN** (Regina), **HON. A. MEIGHEN**, **W. WRIGHT** (Muskoka), **J. G. TURRIFF** (Assiniboia), **W. A. BUCHANAN** (Medicine Hat).

DIARY OF THE MONTH

- 1 **G. W. KYTE**, M.P. (Richmond, N.S.) and **E. LAPOINTE** (Kamouraska) before Montreal Reform Club.
- 8 **F. KAY**, M.P. (Missisquoi) and **G. H. BOIVIN**, M.P. (Shefford) before Montreal Reform Club.
- HON. RODOLPHE LEMIEUX** before Ottawa Canadian Club on "The Habitant and the War."
- EAST MIDDLESEX** (Ont.) **LIBERALS**, annual meeting at London.
- 9 **HON. J. D. HAZEN** at recruiting meeting, Ottawa.
- 11 **D. SUTHERLAND**, M.P. (S. Oxford) at recruiting meeting, Woodstock, Ont.
- 13 **QUEBEC LEGISLATURE DISSOLVED**, nominations announced for May 15th, elections May 22nd.
- 16 **SIR SAM HUGHES** arrived in Ottawa from England.
- 20 **ROYAL COMMISSION ON FUSE CONTRACTS**, preliminary meeting at Ottawa.
- 24 **SIR GEORGE FOSTER** at public meeting, Ottawa, anniversary of Battle of St. Julien.
- 26 **ROYAL COMMISSION ON FUSE CONTRACTS**, hearing commenced at Ottawa.
- 27 **ONTARIO LEGISLATURE PROROGUED.**
- 29 **DAVIDSON COMMISSION** at Ottawa, hearing of Col. J. Wesley Allison.

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