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THE SURPRISE OF THE SESSION



On January 29, 1912, the Borden Government appointed Mr. George Lynch-Staunton and Mr. F. P. Gutelius members of an Investigating Commission to report on the National Transcontinental Railway. The report of the Commissioners after a two years' inquiry, was presented to Parliament by the Prime Minister on February 12. It was expected to prove the great surprise of the Session. It has turned out to be such, but not in the manner expected. Instead of reflecting upon the Laurier Administration or any member of the Transcontinental Commission, the report through the absence of any specific charge and its enormous cost has caused embarrassment to the Government, and has failed to create any sensation either in the ranks of the Opposition or in the country.

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SIR GEORGE ROSS.

SIR George Ross was one of a group of distinguished public men who formed the Cabinet of Sir Oliver Mowat in the Province of Ontario, and to which, at the time he entered, Pardee, Fraser, Hardy, and A. M. Ross belonged. Time brought changes in the personnel, and with these changes Hardy and Sir George Ross as successors to Mowat in the Premiership of the Province. With the death of Sir George at Toronto on March 7, a chapter in the history of Liberalism in the Province ends.

In the thirty-three years of continuous Liberal Administration in Ontario, from 1872 to 1905, there were placed upon the Statutes the mass of constructive legislative enactments which, with some of the earlier measures, constitute the legislative background of the Province to-day. Sir George Ross' life centres in what was accomplished at that time. It was a formative and constructive period, and one that reveals the work of Liberalism in days of prosperity and growth.

The Toronto *Globe* referring to the death of Sir George Ross has epitomized in a paragraph some of his attainments and the story of his career. “His death,” says the *Globe*, “removes from the arena of public affairs a man of more varied gifts, activities, and experiences than any other present-day Parliamentarian. Teacher, journalist, school inspector, author, orator; resourceful in debate and resolute in action; a member at various periods of the Commons, the Ontario Legislature, and the Senate; Minister of Education, Premier of Ontario, and at the time of his death, Liberal leader in the Senate of Canada, Sir George during his busy life had done a man's work in the service of his country.” To this appreciation might be added, as an inspiration to others, that these high attainments of character and position were won against the handicaps of circumscribed opportunity in youth and infirmity of body in later years; won by hard industry, by a rigorous application to duty, and a constant endeavour to perfect the gifts with which he was naturally endowed.

Many are the achievements of Liberalism with which the name of Sir George Ross will ever be associated. Foremost, perhaps, is the moulding of the educational system of the Province of Ontario to its present position of unity and efficiency. It was as an educationalist that Sir George was best known by his contemporaries, and will be remembered in history. For sixteen years he was the head of the educational affairs of the Province. Among the reforms in the Ontario educational system effected during

this time were the establishment of kindergartens, the extension of the Provincial system of free libraries, the introduction of the compulsory teaching of hygiene and temperance in schools, the introduction of household science and manual training, the establishment of continuation classes, the admission of women to the Universities, the establishment of the school of Pedagogy, the establishment of the Faculty of Medicine in the University of Toronto, the federation of the University of Toronto with Victoria and Trinity Universities, and the consolidation of all provincial laws respecting education. As Premier of the Province, Sir George Ross opened up the hitherto unexplored region of new Ontario. He projected as a Government-owned road, the Northern Ontario and Temiskaming railway, a work which resulted in the discovery of the Cobalt silver mines and the development of that Northern region with its untold resources. He foreshadowed the work of the Hydro-electric Commission by enacting a measure which enabled the municipalities of the Province to unite for the purpose of utilizing the energy of Niagara Falls in producing and transmitting electricity.

Sir George was appointed to the Senate in 1907 and upon the death of Sir Richard Cartwright in 1912 was chosen the leader of the Liberal Opposition. In 1911, during the reciprocity campaign, Sir George took a stand which gained for him from his political opponents a measure of praise equalled only by the degree of censure they heaped upon him two years later, when he moved the amendment to the Naval Aid Bill which required its approval by the electorate before becoming law. Seen in the perspective of years, the stand taken by Sir George on each of these occasions will be interpreted in terms of his conception of Canada's position in present day international and imperial affairs. He seldom let pass an opportunity of espousing the cause of Canadian Nationality. In doing so he never forgot Canada's citizenship within the Empire. It was rightly said of him that he was a great Imperialist, but his Imperialism was of the self-reliant, not the subservient type. It was this that caused him to oppose a policy of contribution, which he believed to be as unworthy the status of the Dominion, as it was unnecessary to the unity or the security of the Empire.

Concluding on the 22nd of January, a speech on the address in reply to the speech from the Throne, the last time he spoke in Parliament, Sir George said:

“In whatever respect legislation is necessary for strengthening the institutions of this country, for assimilating our foreign population, for furnishing suitable transportation, for deepening our harbors, for strengthening the ties between us and the Empire, for extending our commerce on the seven seas, for standing as prominently as we ought to stand before the nations of the world as a great commercial people, thoroughly independent, leaning on no arm for assistance, not even the arm of the Empire, let us work out our destiny in our own way. Let us stop quarrelling about matters of mere party difference, and let us join hands. Let there be no discord of race or religion. The task is large enough to demand all the powers that we possess.”

Canadians irrespective of party will find common ground for the highest arts of statesmanship in the accomplishment of these patriotic aims. By Liberals they will be cherished as the ideals, the life principles of a great Liberal—a torch handed on by a veteran leader to his successor for the guidance of the generations to follow. In this fashion the path of progress has been lighted all down the centuries of the world.

THE BORDEN CABINET—VI. THE MINISTER OF MILITIA AND DEFENCE.

by H. F. Gadsby.



Col. the Hon. Sam Hughes

THE ambition of Drill Shed Sam is to make Canada a world power. To push this idea along costs us fourteen million dollars a year now, with no guarantee that it won't cost us twice as much next year. Colonel the Honorable Sam's notions of expenditure are growing and two dollars a head for every man, woman and child in Canada is not going to satisfy him for long. He is the most expensive Minister of Militia Canada has had since Confederation. He is, as you might say, very dear to his country.

A little thing like the people's money never stops Colonel the Honorable Sam from doing us proud when Canada's honor is at stake. For instance when Sam and his brigade of lady stenographers went to France to inspect the entente cordiale on the spot and then to Germany to beard the German menace in its lair, they left the staff of sunshine colonels behind in dear old Lunnon with seven thousand dollars to blow in on seeing the sights in taxicabs. Thus a pleasant time was had although the life of the party, Colonel Sam, was in foreign parts,

When General Sir Ian Hamilton came out to Canada to give us some advice that Colonel the Honorable Sam does not intend to take, it was our treat to the extent of a special train costing ten thousand

and dollars and a trip across the continent that cost ten thousand dollars more. All that Canada got out of this transcontinental peacocking was a report from General Sir Ian Hamilton suggesting muster rolls and a lofty sentiment or two about the presence of a Canadian regiment in Cairo stirring the imagination of the Empire. The exchange of pulpits with Cairo would be some stirrer all right. It would, perhaps, stir things up just a little too much. One may fancy just how much the Canadian farmer would be stirred to think that he was paying for a regiment of soldiers while they traipsed round scratching themselves against the Pyramids.

Although the government has no money to throw away on arbitrary nonsense like muster rolls it cheerfully abets Colonel Sam's drill shed policy which not only makes drill sheds but votes. Also it makes money for the friends of the party who get the contracts. So long as Colonel Sam keeps quiet in the House the Government will not say him nay if he builds a row of drill sheds from Cape Breton to Prince Rupert. As a form of closure it comes high, but it is safer than the breaks he might make. Talk is paid for at the rate of twenty-five cents a word in the House of Commons but Colonel the Honorable Sam's silence has to be figured in drill sheds.

Colonel Sam's theory is that a drill shed should be the social, moral, intellectual and spiritual center of every community. In his mind the place where the rudiments of murder are taught is a good substitute for the Bible class, the prayer meeting, the Epworth League, the Y. M. C. A. gymnasium and the I.O.G.T. He argues that nature intended every man, woman and child to be drilled because every man, woman and child has holes in his or her face through which the drilling can be done. Being an old school teacher Colonel Sam hitches up his drill sheds to the system of education, and with Major Leonard's assistance, favors an Honor Course in Wholesale Slaughter in our chief universities. Colonel Sam looks for the day

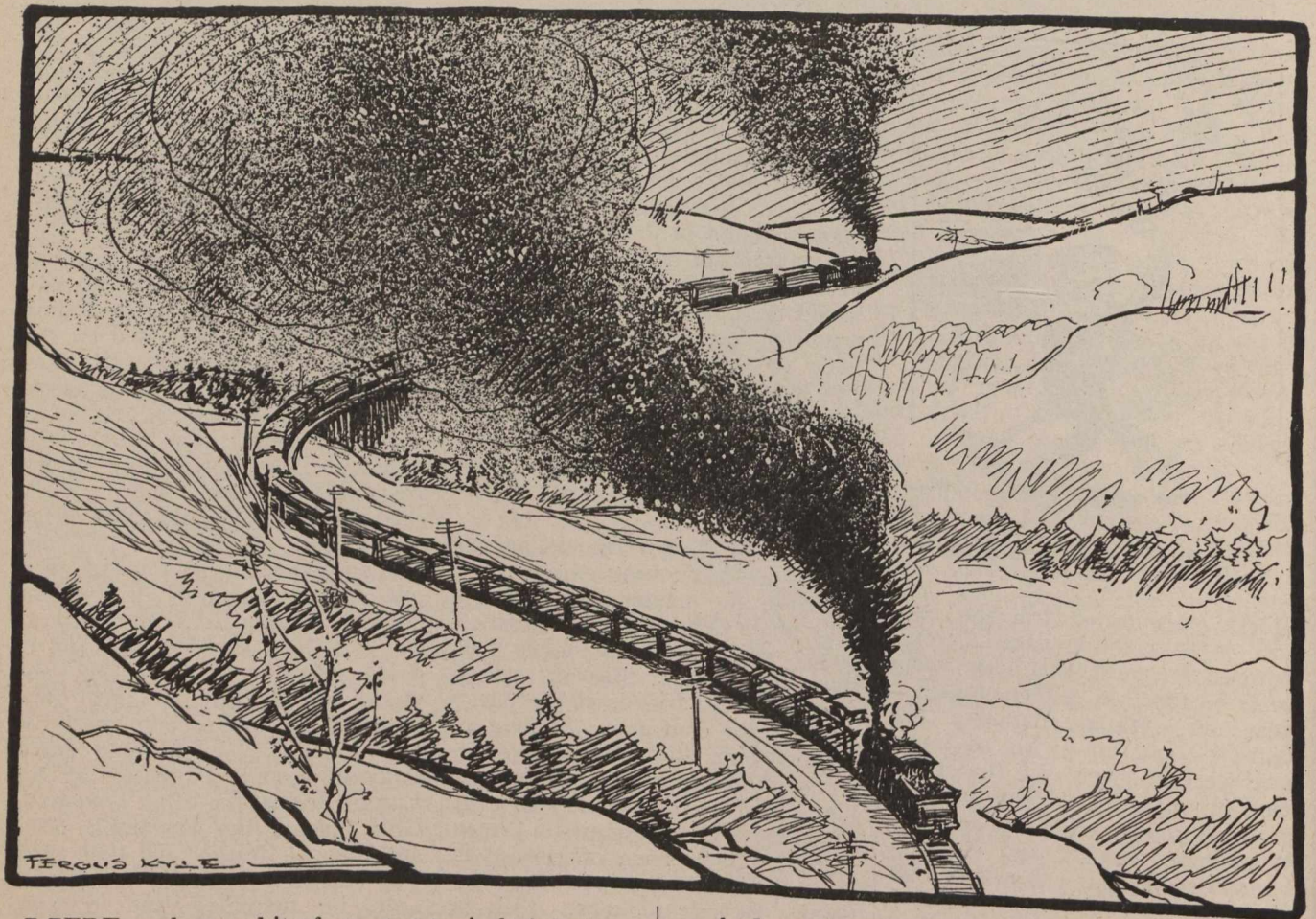
when the whole thing will dovetail nicely and the public schools will furnish the privates, the High School Cadets the non-coms, and the university graduates the commissioned officers in a Canadian army of a million men, every one of whom can hit the bullseye at five hundred yards.

This simple but comprehensive plan which will eventually set the country back a few billion dollars is largely advocated by the Hughes family which contains four colonels including the Minister of Militia. Indeed Colonel Sam is so keen on drill sheds that he once proposed to tear down the Ottawa Normal School and build a drill shed on the site but that was as far as it got. There are still old fashioned people in Canada who put schools ahead of drill sheds. Colonel Brother Jim is the Toronto end of Colonel Sam's gospel and is doing good work catching 'em young and turning 'em into Boy Scouts, Girl Guides and such. A little older they join Round Table Clubs or become Daughters of the Empire and so the cause advances. Give Colonel the Honorable Sam and Colonel Brother Jim their own way and the whole population will soon be marching and counter marching with red white and blue ribbons in their hair.

When Colonel the Honorable Sam is not travelling abroad like Xerxes, with led colonels, sumpter mules and beautiful stenographers in his train, he is at home preserving a good average. He appears in the Royal box in a red necktie and thus proves he is a democrat. Anon, he blazes in scarlet and gold before the Duke's throne, gathering salutes from soldiers, accustoming the people to the sight of the uniform, and thus he proves he is a supporter of monarchical institutions. He slaps the Scotch-and-soda colonels in the face with one hand by insisting on boozeless banquets and with the other he hands a poke to the parsons by saying that they are more responsible for war than any other class of the community. In short Colonel the Honorable Sam has a Line of Action to fit all occasions. There is a lot of method in his madness.

THE NATIONAL TRANSCONTINENTAL RAILWAY.

Look on this Picture—



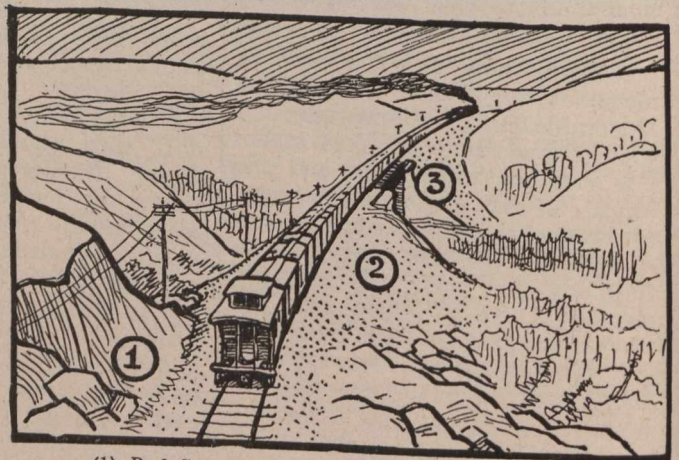
HERE we have a bit of country typical of that continually encountered by railroad builders, where the problem is to carry the line around hills and over a creek bottom.

In the one case, rock cutting is avoided by making a double curve; the road crosses the creek at a low point where very little filling is required. A wooden trestle spans the gap. These features entail the use of a "pusher" engine, a low rate of speed and a vast consumption of fuel.

In the other case a rock cutting and "fill" keep the line straight and comparatively level. A steel bridge does away with danger and subsequent expense for upkeep. The result is a straight and smooth roadbed upon which a modern heavy locomotive can haul at a nearly uniform speed a much larger train of loaded ears. At once a completed railroad is furnished fit for the strenuous operation demanded by business and competition.

When the Laurier Government decided to enter upon the vast project of the construction in co-operation with the Grand Trunk Pacific Railway Company of a new Transcontinental Railway across the Dominion of Canada, one half of which was to be built and owned by the Railway, and one half to be built and owned by the Dominion, the Government had to decide upon the standard of road to be built, had to

—And on this!



(1) Rock Cut (2) "Fill" (3) Steel Bridge

choose between a road that "might serve the purpose" or a road which would demonstrate the highest degree of efficiency in modern railroading. It was believed that the latter would prove the better investment for the people of Canada. It was known that the cost, for the time being, would be more considerable than the cost of a road of inferior standard, but it was believed that in national, as in private affairs, economy

would, in the long run, be effected by a regard for efficiency, and a road of the highest standard known to modern engineering was accordingly decided upon.

The work of constructing the Government portion of this road, which was to run from Winnipeg to Moncton was entrusted to a Commission known as the National Transcontinental Railway Commission, and the work of construction both as to route and standard was carried out by this Commission in accordance with the terms of the Act respecting the Transcontinental Railway as passed by Parliament.

Effort to Discredit Laurier Administration

Since the Conservative party came into power in September 1911, it has sought by every conceivable means to find something which would reflect upon the Laurier Administration. Royal Commissions have been appointed by the score. Every branch of the Administration has been investigated. Departmental files have been searched and ransacked and not a tittle of information has been brought to light which reflects in any way upon an Administration which covered a period of fifteen years.

Among Commissions appointed with this end in view was one of which Mr. George Lynch-Staunton, and Mr. F. P. Gutelius were the members. This commission was appointed in January 1912, and it was given the task of investigating the manner in which the National Transcontinental railway Commission had carried out the work of construction on the N.T.R. Here it was thought, a case could surely be made out which would attract public attention. And for two years at \$65.00 a day, the Commissioners worked to this end.

The personnel of the Commission, the methods by which it conducted its inquiry, the manner in which its report was presented to Parliament and the report itself, all disclose the partisan political purpose which the Commission was intended to serve. Notwithstanding, the report of the Commission reflects in no particular upon any member of the Laurier Administration, nor in any specific manner upon any member of the National Transcontinental Commission, nor for that matter upon any individual or group of individuals having to do with the carrying out of this gigantic undertaking. Is it not the highest commendation conceivable that after a two years' search, with all the powers of a Royal Commission, the Commissioners have been unable to bring home to a single individual a charge of profiting by graft on an undertaking which has been carried on over a period of nearly a dozen years and involved an outlay of millions of public funds?

The report is in the most general terms, critically analyzed it comes down in the main pretty much to a declaration that had a road of inferior standard and quality been constructed a smaller expenditure of money would have been required. In the loose and general manner of the whole report, it names in round figures the sum of \$40,000,000 as the sum that might have been saved, a point which few will be inclined to dispute, granted it could be shown that a road of inferior quality were as good a national investment as one of the highest standards known.

The Investigating Commission and Its Rewards

Look first at the personnel of the Commission and its rewards! For duties such as this Commission was expected to perform, it might reasonably have been expected that as its Chairman, some member of the Judiciary, wholly removed from party politics, and accustomed to the impartial weighing of evidence, or some engineer highly skilled in the special technical knowledge required, would have been selected. Mr. George Lynch-Staunton, the Chairman appointed, was neither the one nor the other. Mr. Lynch-Staunton is quite as well known in his profession for his staunch and aggressive Conservative tendencies as for his legal attainments. Even while drawing a salary from the Government as Commissioner in this important inquiry, he found it impossible to refrain from participating in the South Bruce campaign in the interests of the Conservative candidate. In addition to fees obtained in the regular practice of his profession, he received for services in the preparation of the report the sum of \$24,038. Mr. Gutelius, the other member of the Commission was at the time of his appointment, an American citizen, employed in the capacity of a Divisional Superintendent by the Canadian Pacific Railway, Company, a rival of the National Transcontinental. Mr. Gutelius was, to use the expression of the Minister of Railways which reveals the known close connection between the C.P.R. and the Government "loaned" to the Government by the Canadian Pacific for the purpose of this inquiry. After serving a little over a year as investigating Commissioner, Mr. Gutelius who had become naturalized in the interval, was appointed in preference to all other British subjects, the General Manager of the Canadian Government Railway system, at a salary of \$20,000 per annum. For his services in connection with the preparation of the report Mr. Gutelius received \$27,465, and in addition to that amount some \$15,000 as General Manager of the Intercolonial Railway within the period between the appointment of the Commissioners and their signing of the report.

Besides the amounts paid the Commissioners as salary and which total \$42,465 an additional \$11,884 was granted by the Government as allowance for their travelling and incidental expenses. Whether it was because Mr. Gutelius was not a British subject at the time of his appointment or for some other reason, the Commissioners were not specially sworn, as is customary in the case of all Royal Commissions, "to faithfully and impartially perform their duties." Nor did the Commissioners when conducting their inquiry hold their sittings in public, or call to appear before them many of the parties on whom it was intended the report should reflect. Whatever evidence they took was taken in private. They were both counsel for the prosecution, and judges as to the conclusions to be drawn from the evidence they sought.

The manner of presentation of the report to Parliament serves also to disclose the political purpose it was intended to serve. After being two years in course of preparation the report was presented in typewritten form and forthwith taken away to be printed before any member of Parliament had a chance to see and examine either the report itself or the evidence. In advance even of this, a partisan press report had

been carefully prepared and was handed out by the Government for publication with a view to exploiting to the full the alleged "scandal" before a word could be quoted from the report itself or evidence advanced in rebuttal.

The Commissioners' Findings.

For popular effect the Commission has summed up its findings in a general phrase setting forth that some \$40,000,000 might have been saved if the work of construction had been differently carried on. Of this arbitrarily fixed amount some \$15,000,000 is accounted for in the report by the fact that steel bridges were built instead of wooden trestles, that uniformly low grades were adhered to instead of allowing momentum grades and that easy curves were insisted upon instead of sharp curves. In other words, the commissioners find that if a road of a lower standard of construction had been built, it would have cost \$15,000,000 less from these considerations alone. If that money was wasted, the waste was deliberate and in pursuance of the settled policy endorsed by Parliament and by the Canadian people. Every successful railway in America is now spending millions upon the elimination of momentum grades, sharp curves and wooden trestles. The Laurier Government and the National Transcontinental commissioners believed that the money spent in this work at the outset would be saved ten times over in the reduction of operating cost.

Cumulative evidence discrediting the specific charges alleged by the Commissioners has piled up ever since the report was tabled. Already the Government has actually been compelled to deny the truth of at least one of the most serious allegations made. The synopsis report of the findings as handed out by the Government made the commissioners say that some \$740,000 of a "rake off" had been handed over by the former National Transcontinental commissioners to M.P. and J. T. Davis, as the latter's share of the profit of two large contracts sub-let to O'Brien, Fowler and McDougall. A few days afterwards in the Commons, the acting Minister of Railways declared that no such sum had been handed over by the commission to the Messrs. Davis. If that amount were paid at all, which is not shown, it was paid by the sub-contractors under their agreement with the main contractors and was in accordance with the usual practice whereby the main contractors were allowed a 10 per cent. margin on contract price in cases of sub-letting.

In this connection it may also be noted that of the alleged "waste", another arbitrarily fixed aggregate sum of \$8,000,000 is said to have been due to profits obtained by contractors from the procedure followed in letting out contracts for large stretches of line in one block, and then allowing the main contractors to sub-let to other contractors for small sections. Apart from the fact that the regular practice in railway construction is to hand the whole work over to a few main contractors, the Borden Government itself has admitted that this very practice, condemned in connection with the National Transcontinental Railway, is now in operation in connection with the Hudson's Bay Railway, in connection with the Welland Canal, in connection with works at Courteney Bay, St. John, and on other large Government undertakings.

In the Courteney Bay contract, involving the expenditure of many millions, the main contractor,

Norton Griffiths, was awarded by the Government a price of \$2.50 per cubic yard for solid rock excavation. That contract he sub-let to the Courteney Construction Company for \$1.17 per cubic yard. This happened under the present Government, and almost under the very noses of Messrs. Gutelius and Lynch-Staunton. Here is a case where a main contractor made a profit of over 100 per cent. by sub-letting. Yet in the case of the National Transcontinental it is declared to be a crime for the main contractors to make an alleged profit of 10 per cent by sub-letting.

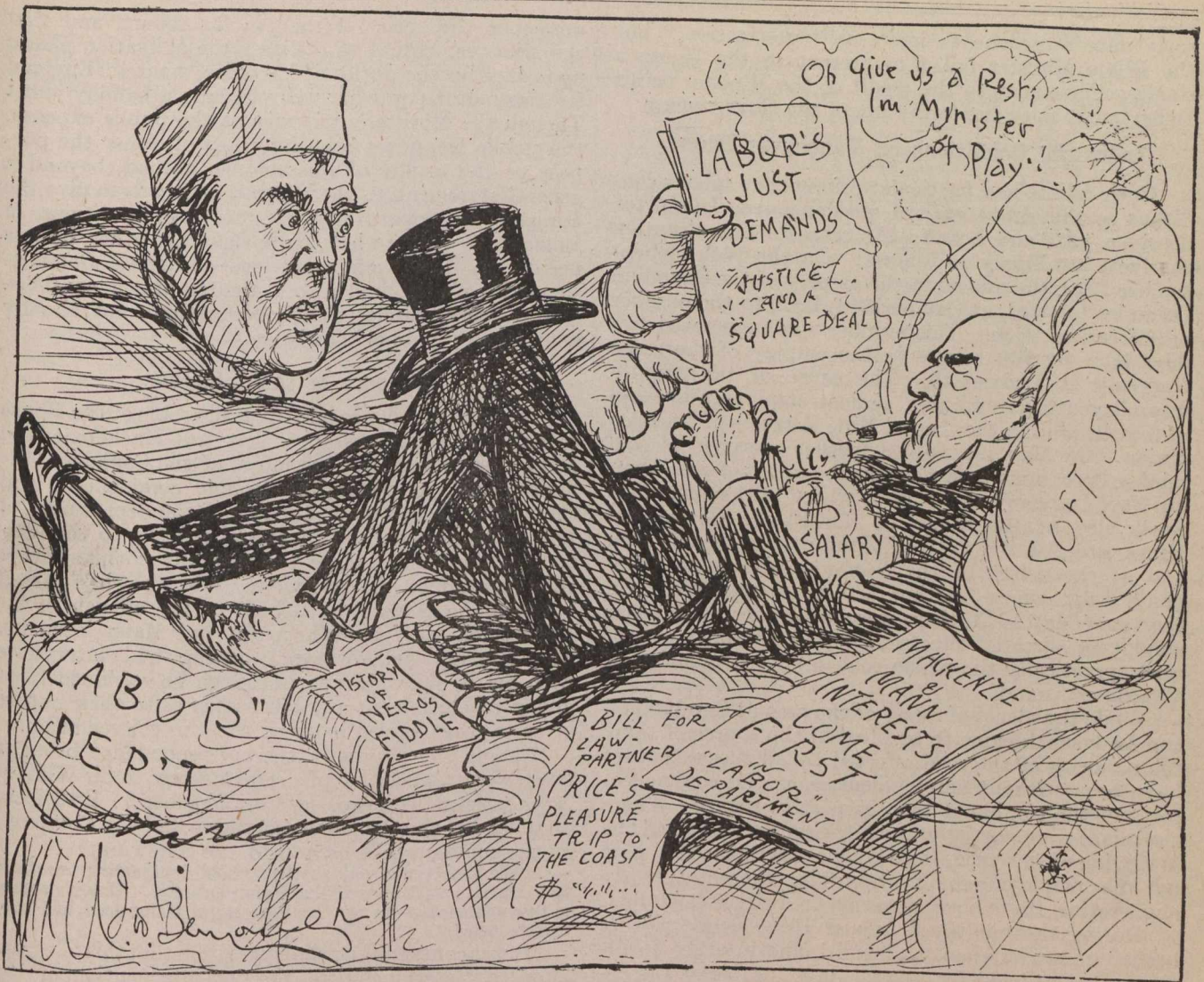
Private versus Public Interests.

But to get the true perspective of the Lynch Staunton-Gutelius report, it is necessary to go away back of the immediate findings and to see the report in the light of the larger ulterior motive which it is believed by many it is intended to serve. The report has two main aspects. The one centres around the allegation of \$40,000,000 "waste" in the construction of the road. The other around an implied charge that the road can never be operated profitably and should not have been undertaken. This aspect is by far the more important and must eventually loom largest in public consideration.

The people of Canada irrespective of their political prejudices have too much common sense and are too vitally interested in the biggest national undertaking of decades to allow the interests either of rival railway corporations or of political opportunists to vitiate or nullify the real object of the National Transcontinental Railway. That object was to build, under Government control as to rates, which would effect competitive lines, a road of the highest class, in order amongst other things to efficiently and cheaply transport the products of the West by an all-Canadian route to the sea. The object was also to roll back the map of Canada four hundred miles and develop the great agricultural, mineral and forest resources of the Canadian hinterland. The undertaking, with these two ends in view, was twice endorsed at general elections by the people of Canada once in 1904, and again in 1908.

The report of the Government's investigating commissioners loses sight almost entirely of these main objects of the road. Disregarding the decision as to policy adopted by Parliament and by the people of Canada and adhered to by the Commission which carried out the work of construction, the report seeks in the first place to make political capital for the Conservative party by charging gross waste in the construction of the road from Moncton to Winnipeg, but it also seeks the less apparent though more sinister object, of the damning of the whole road as a national undertaking. If in this object the commissioners aided and abetted by the Borden Government should be successful, a death blow would be dealt to the public ownership of railways in Canada, and the three transcontinental systems will have been practically invited to divide among themselves the control on their existing lines of the whole railway business of the Dominion.

After the smoke of party controversy has cleared away and the basic facts are grasped by the public, the real issue will be seen to be the question of permanent policy in regard to public ownership of the Transcontinental, and its construction as a road of the highest standard, maintained with a view to regulating rates on behalf of the public, as against the interests of rival railway corporations and monopolies.



THE ADMINISTRATION OF THE DEPARTMENT OF LABOUR.

THE dissatisfaction of Labour throughout the Dominion with the neglect of its interests which has grown steadily ever since the Borden Government assumed office, found expression in Parliament during the past month in the stormiest debates of the present session. On February 10th, the Minister of Labour Hon. T. W. Crothers, in seeking to obtain the appropriation necessary for the carrying on of the work of the Labour Department was confronted by the Opposition in the House of Commons with his record of indifference to the duties of his office. The Minister's defence of his position on this occasion was so weak, and the facts brought out in debate reflected so strongly upon the Minister's conception of his duty, that the feeling culminated on March 3rd in a motion of censure being introduced by Mr. Alphonse Verville, Labour member for Maisonneuve, as an amendment, in the following words, to a motion for the House to go into Supply:

"That Mr. Speaker do not now leave the Chair for the House to go into Committee of Supply, but that it be resolved that the whole conduct of the Minister of Labor in regard to the claims and the rights of the coal miners on the Island of Vancouver was marked by persistent negligence and absolute indifference and deserves the censure of this House."

The debate on February 10th, and again upon the introduction of this motion, occupied practically the entire time of Parliament on each of the days, and the criticisms of the Minister in the course of each debate, were as direct as they were unsparing. On the first occasion the House virtually refused to vote any Supply for the carrying on of the work of the Department during the coming year, only one item of the Minister's estimates being allowed to pass. The motion of censure, on the second occasion, was concurred in by every member of the Opposition, and was only defeated at the request of the Prime Minister by a straight party majority of 39. Even more significant than the reduced Government majority on the vote of censure, was the all but complete absence of any attempt at defence of the Minister by any of his colleagues and by practically all of his followers in the House. He was left to himself to defend himself as best he could, notwithstanding that the attacks of the Opposition, though directed primarily at the Minister, reflected upon the Government as a whole. Even the Prime Minister felt obliged to say that his Minister of Labour might have done better, that he "ought to have sent to the Province of British Columbia at an

early date some one to make an investigation," but the Prime Minister failed to present to the House a single achievement to the credit of the Minister or his Department since the formation of the Government.

Industrial Conditions on Vancouver Island.

Each debate had particular reference to labour conditions as they have existed on Vancouver Island for nearly a year and a half. As respects this situation the facts are briefly as follows: On the 16th of September 1912, the miners in the employ of the Canadian Collieries Limited, at Cumberland, B.C., to the number of 983 ceased work. This number was augmented two days later by 700 miners in the employ of the same company at Ladysmith. The cause of the dispute was alleged discrimination against employees because of membership in the United Mine Workers of America Union. On May 1st, 1913 a further cessation of coal mining operations took place in the mines of the Western Fuel Company at Nanaimo where 1494 miners quit work; also at the mines of the Pacific Coast Coal Mines Ltd., at South Wellington employing 350 men and at the mines of the Vancouver-Nanaimo Company, Ltd., where another 350 were employed. On the 1st of May 1913, there were altogether, with other employees directly effected, over 4,000 men out of work, practically the whole coal mining population of Vancouver Island.

While the places of many of the men at Cumberland and Ladysmith came to be filled in the course of time, the majority of the men affected by all these disputes have been without employment since the commencement of the trouble at their respective mines. Where the mines were partially working prior to and since the beginning of this year white labour was replaced in part by the employment of Orientals, thereby greatly aggravating the labour situation in British Columbia.

During the month of August 1913, severe rioting broke out at Nanaimo, Ladysmith and in other localities. It continued for several days, property was destroyed, injuries were received, innocent third parties maltreated, troops were called out, many arrests were made and subsequently, many imprisonments. The mining districts resembled for a time a militia camp, as many as 1,000 militia men having been called out.

Indifference of Minister of Labour.

It was shown by members of the Opposition that with the exception of writing one or two letters informing the parties of the nature of the Industrial Disputes Investigation Act, the Minister of Labour had done nothing himself nor had caused the officers of his Department to do anything worthy of mention from the time of the cessation of mining operations in the mines of the Canadian Collieries in September 1912 until June 1913, at which time the Minister had appointed his friend and former law partner, Mr. Samuel Price, a Royal Commissioner, at a salary of \$40.00 per day to investigate the trouble. It was shown that the Minister had travelled with Mr. Price in a private car to British Columbia, spent a few days on Vancouver Island interviewing some of the parties, and had then returned leaving Mr. Price to prepare a report. It was after the Minister's return that the rioting took place and that industrial disturbances on the Island reached a menacing condition unparalleled in its history. It was shown that at this critical moment, the Com-

missioner, Mr. Price, turned in his report, and that the Minister, instead of realizing the obligation placed upon him by the duties of his office, went to England for two months on what was virtually a holiday jaunt. Though the Minister's trip was at the public expense, the public has never been informed of either the purpose or the results of this sojourn abroad, beyond a general statement to the effect that it was to give the Minister an opportunity of studying conditions in England at a time when, more than any other, he was needed to deal with conditions at home. Commissioner Price's trip and report, though also a considerable expense, disclosed little or nothing not already a matter of public knowledge.

Influence of the Interests.

The correspondence laid upon the table of the House revealed the circumstance that the Mackenzie and Mann interests control the mines of the Canadian Collieries, Ltd., at which the trouble commenced, and that, while there was on the fyle of the department of Labour an abundance of material relating to the attitude of the miners, there was virtually nothing, other than mention of oral interviews, as to what had passed between the Minister of Labour or the officials of his Department and the Mackenzie and Mann interests. The Minister acknowledged having had interviews with Sir William Mackenzie though he refrained from giving to Parliament any intimation as to their nature or as to what passed between them in conversation.

Among the papers in the correspondence brought down was a translation of a code message to Sir William Mackenzie at Toronto, sent on October 7, 1912 from an official of the Canadian Northern Railway Company at the mines, which contained the following:

"We expect men very shortly to hold indignation meetings and return to work, repudiating Union entirely. Union's appeal to Ottawa their last resort. If unsuccessful, Union dead, and labor trouble ended."

It was contended by the Opposition that this telegram afforded the real clue to the non-intervention of the Department, and to the neglect and indifference of the Minister and the Government. Without reservation, it was charged that it was because of the Mackenzie and Mann influence over the Borden Government that no action had been taken, and not even an investigation commenced until nearly a year after this telegram had been sent. How doubly serious was this charge will be seen from the inference of the telegram that certain defeat of the men would be the result of non-intervention on the part of the Minister.

But the Opposition did not stop at this point in driving home its criticism of the Minister and the Government on this score. It was shown that as respects the reinstatement of some of the Grand Trunk Railway Company's employees, the Government had boasted of its power to compel the carrying out of the terms of the agreement between that Company and its employees by threatening to withhold legislation until those terms were complied with, but that on the other hand, where it was the Mackenzie and Mann interests that were affected this method of helping to bring about a settlement of differences had not been attempted; that, in fact, the very opposite had been done, and that at the last session of Parliament a grant of over \$15,000,000 had been made from the public treasury to Mackenzie and Mann practically without a condition when it was known to the Government at

the time that these troubles had been in existence at their mines for nearly nine months, and that the interests of the whole of British Columbia as well as of the miners demanded an immediate settlement.

Other Significant Features.

Remarkable as were the debates in the particulars mentioned, they were scarcely less significant in other of their features. While the motion of censure and the withholding of supply had special reference to the disturbances on Vancouver Island, the discussions clearly revealed the fact that it was not so much the neglect of the Minister in this single particular which was being criticized, as it was the whole Administration of the Department of Labour under the present Government. The line of defence adopted by the Minister was that he had done nothing which he ought not to have done. Repeatedly the Opposition retorted that he had done nothing that he should have done, that from first to last he had done nothing whatever. How deserved this criticism was is apparent from the Government's record of legislation which reveals the fact that with the single exception of the introduction of a Bill to prohibit the use of phosphorous in the manufacture of matches, which bill was introduced three years ago by the Laurier Administration but not passed owing in part to Conservative opposition at the time, and in part to the unexpectedly early dissolution of parliament, not a single measure in the interests of Labour has been introduced since the present Government assumed office. Even worse, perhaps, is the circumstance that all along the way are evidences of a desire to serve the "interests" at the expense of Labour. The Eight-Hour Bill introduced by Mr. Verville and which passed the House of Commons under the Liberal Administration was pushed to one side at the last session, and again at this session has been effectively suppressed by a technical ruling. The Fair Wages' resolution of Parliament passed during the Laurier Administration and intended to protect workmen engaged on public works has, according to the Minister's own statement to parliament, been wholly ignored as respects an important government contract in the city of Montreal. Little or no attention has been paid representations made to the Department respecting the bringing to Canada on false pretences of men to take the place of others on strike; and while millions of dollars have been voted for increased military expenditure, the Minister of Labour has resolutely refrained from asking Parliament to vote one cent towards carrying out the recommendations of the Commission on Industrial Training and Technical Education, appointed by Laurier Administration, and which presented its report to the present government.

If anything further were needed to satisfy Labour as to the undisguised attitude of the present Administration towards its problems and conditions, it will be found in the point of view of the rights and wrongs of the companies and miners respectively as set forth in the discussion on the Vancouver situation, and in the direct and bitter personal attack made by the Minister of Labour on Mr. Verville, Labour's representative in Parliament, and which was, perhaps, the most surprising feature of the whole debate.

"EDUCATING THE FARMER."

ON February 3rd, appeared the first number of *The Agricultural Gazette*, a new monthly periodical issued by the Minister of Agriculture for circulation among the farmers. Of how much value this publication is likely to be to its subscribers may be judged from the circumstance that it was hardly out before the Minister was obliged to admit in Parliament that the inaccuracies it contained were so numerous that a page of corrections would be presented to the House and distributed with the March number. How serious was the nature of the offence represented by these inaccuracies may be judged from the circumstance that, without exception, they relate to the withholding of figures which would have reflected credit on the Department of Agriculture under the Liberal Administration, and the insertion or repetition of figures designed to convey an exaggerated view of the real services being rendered the agricultural interests of the country by the present Administration.

LOYALTY AND IMPERIALISM!

TORY orators in the last reciprocity campaign found peculiar pleasure in drawing attention to the possible annexation of Canada by the United States through the extent of American interests in the Dominion. Amongst other dangers to the British Empire in case of war was mentioned the management and control of the railroads of the Dominion by American citizens. Now it appears that in selecting a Commissioner to report on the National Transcontinental Railway the Borden Government chose in preference to all British subjects an American citizen, Mr. F. P. Gutelius, and made him a Royal Commissioner with power to administer oaths in the name of the King to British subjects before he, himself had taken an oath of naturalization.

Not satisfied with this the Government has since made Mr. Gutelius, General-Manager of the Government railroads of Canada at a salary of \$20,000 per annum. As to the possible dangers to the Empire of this appointment, the Government and its friends are saying little at the present time.

REDISTRIBUTION OF CONSTITUENCIES

ON February 10th, Right Honourable R. L. Borden, Prime Minister, introduced the Bill to make provision for the readjustment of the representation in the House of Commons. Had the Government conformed to the provisions of the constitution and the practice followed by all preceding Administrations this Bill would have been introduced in 1912 or, at the latest, in 1913. The delay is but another evidence of the incapacity or indifference of the Government in the management of the nation's affairs.

Following the precedent set by Sir Wilfrid Laurier in 1903, the Bill was introduced without the schedules, which are to be prepared by a committee of members representing both parties. This committee was named by the Prime Minister on the 19th of February, and is composed of Messrs. Rogers, Reid, Pelletier, Rhodes and Bennett (Conservative) and Messrs. Pardee, Beland, Macdonald and Buchanan (Liberal). The committee organized on February 23rd, but until its report is received it will be impossible to say what actual changes the redistribution will involve.

LAND SCANDALS UNDER THE BORDEN ADMINISTRATION.

HERE are four examples of gross breaches in honest and efficient dealing with the public funds and the public domain which seriously reflect upon the character of the present administration. The cases are open and flagrant, the facts are indisputable. They are a matter of official record. In these instances, party friends, either through the connivance, negligence, or assistance of a Minister of the Crown, have reaped a profit of over half a million dollars at the public expense. The transactions, unfortunately have not been confined to any one department.

The Prince Albert Homestead

[In which the Minister of Public Works appears]

Under the Laurier Government 73 acres of land within the city limits of Prince Albert, Sask. had been, along with other lands, reserved from homesteading.

During January, 1912, Hon. Robt. Rogers, the present Minister of Public Works, the then Minister of the Interior, stated these lands were not open for homesteading.

No public notice was later given that the lands had been opened for homestead entry.

On April 16, 1912, Arthur Donaldson, son of the Conservative Whip, in the Saskatchewan legislature, received a patent for the land and for homestead entry on payment of \$10.

A few days later Donaldson took advantage of the homestead regulations by applying half-breed scrip on his entry, thus evading the performance of the homestead requirements for actual settlers.

Forthwith the land was sub-divided and offered to the public at prices aggregating \$374,000.

Donaldson got for \$10, land belonging to the public domain valued at \$374,000.

The Dorval Military Manoeuvres

[In which the Minister of Militia appears]

On May 23, 1912, at the instance of Colonel Hughes, the Minister of Militia an Order-in-Council was passed authorizing the Minister of Militia to pay \$180,000 for a military camp site near Montreal.

On June 8, 1912, Major Rodden of Montreal purchased a property known as the McIntyre farm for \$36,496, adjoining the Bel-Air race track, a property he had purchased on May 27, 1911, for \$48,500.

His total purchase price for both properties was \$84,996.

On June 17, 1912, the Minister of Militia issued a cheque in payment for these properties to Messrs. Rodden, Fair and Cameron for \$180,000.

On June 24, 1912, Messrs. Rodden, Fair and Cameron issued a certificate to the Justice Department stating that the land was clear. The government's cheque was cashed on the same date.

Major Rodden's total outlay, supposing all payments on his purchases to have been made by him, before receiving the Government's check was \$84,996; his net profit on the transaction was \$95,004.

Why did the Militia Department not forestall Major Rodden in the purchase, at least, of the McIntyre property? The Order-in-Council authorizing its purchase was passed May 23, 1912, Major Rodden did not make his purchase till June 8, and the Militia Department repurchased from him on June 17 at the above prices?

The Gimli Land Grab

[In which the Minister of the Interior appears]

On the Government plans and maps of the town of Gimli, on Lake Winnipeg, certain lands fronting on the lake had been shown for 37 years as public domain.

Some years ago the Town Council of Gimli sought titles to the land, but the Department of Interior held this was unnecessary. The streets and public park were on the same status.

Eight or nine years ago two persons applied to the Laurier Government for the land, but were refused.

During October, 1913, Peter Tergeson, Mayor of Gimli, by paying \$752 was given a patent for the land, by the Interior Department of which Hon. Dr. Roche is Minister. Tergeson had been a Liberal, but became an active Conservative worker in 1911.

The land obtained by Tergeson, through the Minister of the Interior should belong to his town. It is valued at \$15,000.

The transfer deprives the town of Gimli of the best bathing beach on Lake Winnipeg and it gives Mr. Tergeson a return of nearly 2,000 per cent. on his money.

Profit-Sharing at Levis

[In which the Minister of Agriculture appears]

During July, 1912, a man named Buteau bought a piece of land at Levis, Quebec, for \$5,500.

On June 26, 1913, Buteau sold the land to Dussault, a Conservative, for \$12,220—a profit of \$6,700 in 12 months.

On July 26, 1913, Dussault resold the land to W. R. Dohen, another Conservative, for \$25,400—a profit of \$13,180 for Dessault in 30 days.

On July 30, 1913, Dohen resold the land to the Department of Agriculture of which Hon. Martin Burrell is Minister, as a site for a quarantine station for \$32,750—a profit of \$7,350 for Dohen in four days.

Thus within a year, the price of this property increased from \$5,500 to \$32,750 or an increase of \$27,230, nearly 500 per cent.

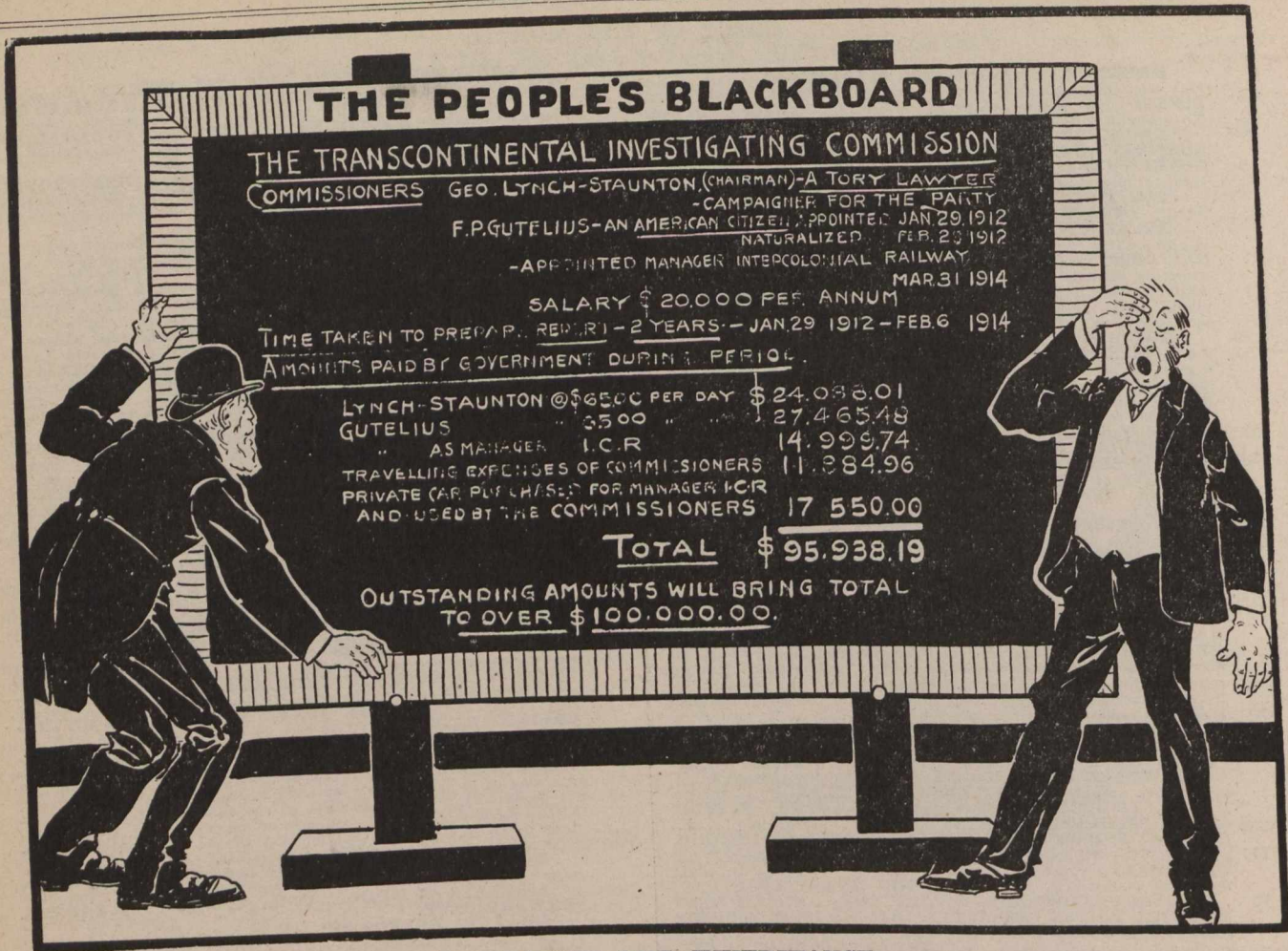
The question naturally suggests itself. Was it foresight that guided Messrs. Dussault and Dohen in their purchases? Or did an interested friend in the Government who knew the property was to be purchased help along this transaction for ends that can readily be surmised?

The purchase of this quarantine site came up for discussion in the House on February 24th, 1914, and the Hon. Mr. Burrell admitted that for a year and a half he had been endeavouring to formulate a plan to secure the necessary land at Levis.

Has all the land in and around Levis increased 500 per cent. in one year?

DIARY OF THE MONTH.

1914.
February.
- 2 **HOUSE OF COMMONS—MR. SINCLAIR** (Guysboro, N.S.) (L.) asks Government to offer substantial **SUBSIDY FOR FAST LINE** of boats to give tri-weekly service for transport of fish from Nova Scotia to Boston.
- 3 **HOUSE OF COMMONS—SUPPLY, INDIAN AFFAIRS, CUSTOMS AND MARINE ESTIMATES.** Liberals charge **GOVERNMENT STEAMER ALERT** used for carrying Tory speakers and supplies in Victoria, N.S., by-election.
- 4 **HOUSE OF COMMONS—COL. HUGHES**, Minister of Militia, reports **EUROPEAN TRIP COST CANADA \$24,262.**
- 5 **HOUSE OF COMMONS—MR. ALPHONSE VERVILLE**, (Maisonneuve) (Lab.) introduces **BILL TO AMEND THE CRIMINAL CODE** to (a) prevent employers from employing on their works or premises any man or men who carry arms; (b) restrict, within certain limits for detection of crime, the use of the telephone. **MR. ROBERT BICKERDIKE** (Montreal) (L.) secures second reading of **BILL TO ABOLISH CAPITAL PUNISHMENT.**
- 6 **HOUSE OF COMMONS—COL. HUGHES**, Minister of Militia, states **BRITISH WAR OFFICE**, not National Rifle Association, responsible for barring rear-aperture sights at Bisley, thereby making it impossible for Canadian team to compete. **SUPPLY, LABOUR ESTIMATES.** **MR. CROTHERS**, Minister of Labour, severely criticized for inaction in regard to industrial difficulties on Vancouver Island.
- MONTHLY FINANCIAL STATEMENT** to end of January shows **PUBLIC DEBT \$314,383,870. INCREASE DURING JANUARY** of \$10,821,765 as compared with \$5,133,979 for January 1912. **Total REVENUE FOR MONTH DECREASES** nearly \$2,000,000.
- 9 **HOUSE OF COMMONS—MESSRS. A. K. MACLEAN** (Halifax)(L.) AND **F. B. CARVELL** (Carleton, N.B.) (L.) seek **EXPLANATION OF CHANGE OF ROYAL LINE MAIL STEAMERS** from Halifax to St. John. Prime Minister refuses to reveal nature of interview with president.
- HON. H. R. EMMERSON** (Westmorland) (L.) shows **ARRANGEMENT MADE BY GENERAL MANAGE GUTELIUS OF INTERCOLONIAL WITH CANADIAN PACIFIC** illegal; also declares Intercolonial "is being made a pack mule to bear the burden of the Canadian Pacific". Shows Mr. Gutelius has increased freight rates and remodelled rules to conform with Canadian Pacific Railway standards.
- 10 **HOUSE OF COMMONS—RT. HON. R. L. BORDEN**, Prime Minister, **INTRODUCES BILL FOR REDISTRIBUTION** of the representation in the House of Commons. **LIBERALS CHALLENGE BOARD OF CUSTOMS RULING** that basic slag, ground, is dutiable. **AMENDMENT BY MR. EMMERSON** (Westmorland) (L.) **TO DECLARE SLAG FREE, DEFEATED.** **SUPPLY, LABOUR ESTIMATES.** **MR. VERVILLE**, (Maisonneuve) (Lab.) **ATTACKS THE CONDUCT OF THE MINISTER OF LABOUR.**
- 11 **HOUSE OF COMMONS—HUDSON BAY RAILWAY TERMINALS** discussed. **GROSS MISMANAGEMENT** regarding unloading facilities at Port Nelson and **HEAVY LOSS.**
- 12 **HOUSE OF COMMONS—SUPPLY, ROYAL NORTH WEST MOUNTED POLICE ESTIMATES.** **SIR WILFRID LAURIER** **CRITICIZES JUSTICE DEPARTMENT** for too freely commuting death sentences on murderers. **REPORT OF NATIONAL TRANS-CONTINENTAL INVESTIGATING COMMISSION**, tabled.
- 13 **MANITOBA LEGISLATIVE ASSEMBLY** declares **FOR REDUCTION OF DUTY ON AGRICULTURAL IMPLEMENTS.**
- HOUSE OF COMMONS—**Perjured evidence alleged to have been given by one Currie to secure dismissal of official at North Sydney. **CURRIE FOUND GUILTY OF PERJURY AND SENT TO PENITENTIARY** for three years. Conservatives appealed conviction to Supreme Court of Nova Scotia and Supreme Court of Canada, but failed to upset it. Currie **SENTENCED IN 1912, RELEASED IN JANUARY 1914, BY JUSTICE DEPARTMENT.**
- VANCOUVER LIBERAL SOCIAL CLUB** organized.
- 14 **DR. CLARK, M.P.** (Red Deer) (L.) and **MR. E. W. NESBITT, M.P.** (N. Oxford) (L.) addressed **MEETING OF LIBERALS AT WOODSTOCK, ONT.**
- 16 **HOUSE OF COMMONS—MR. ROGERS**, Minister of Public Works, states **EXPENDITURE ON MILITIA BUILDINGS FOR 1914-15 ESTIMATED AT \$2,530,000.** **DR. CLARK** (Red Deer) (L.) alleges favoured oil lands in West receive special consideration for hastening construction of railway lines, while lines for accommodation of homesteaders receive little encouragement. **DR. NEELY** (Humboldt) (L.) alleges Government serves railways in granting time extensions. Returns show **SPECIAL TRAIN FOR GEN. SIR IAN HAMILTON COST \$20,000; AUTOMOBILES FOR COL. HUGHES' PARTY IN EUROPE COST \$6,904.**
- 17 **HOUSE OF COMMONS—SECOND READING OF REDISTRIBUTION BILL.** **MR. NESBITT** (N. Oxford) (L.) draws attention to fact that **AMERICAN STONE** was used in **BRANTFORD POST OFFICE** although Georgetown, Ont., stone was specified in tender, that **AMERICAN WORKMEN** were employed.
- 18 **HOUSE OF COMMONS—MR. A. K. MACLEAN** (Halifax) (L.) secures promise of **SELECT COMMITTEE TO INQUIRE INTO LAWS REGARDING ELECTIONS AND ELECTORAL CORRUPTION.** Return shows **MR. GUTELIUS** got \$27,465 and **MR. LYNCH-STANTON** \$24,038 for **SERVICES IN PREPARATION OF NATIONAL TRANS-CONTINENTAL INVESTIGATION REPORT** Total cost of report \$63,388. Return of correspondence shows **GRAND TRUNK PACIFIC PROTESTED AGAINST GOVERNMENT'S DEVIATION** from original National Transcontinental Railway plans.
- SENATE—HON. MR. BELCOURT** introduces Bill regarding **POLLUTION OF NAVIGABLE WATERS**
- ONTARIO LEGISLATURE** opens.
- 19 **HOUSE OF COMMONS—MR. W. F. MACLEAN** (S. York) (C.) criticizes Government for failing to control **OCEAN AND LAKE FREIGHT RATES.**
- MR. N. W. ROWELL**, leader of **ONTARIO LIBERAL OPPOSITION**, moves amendment to Speech from Throne advocating establishment of department of Labour and inquiring into unemployment.
- NOVA SCOTIA ASSEMBLY** opens. **SESSION OF QUEBEC LEGISLATURE** concluded.
- 20 **HOUSE OF COMMONS—HON. MR. PERLEY**, introduces **BILL TO CONTROL INCORPORATION OF LOAN COMPANIES.**
- PREMIER McBRIDE** introduces Bill in British Columbia legislature to give **ADDITIONAL GUARANTEES TO CANADIAN NORTHERN PACIFIC RAILWAY** in province. Guarantees approximate \$12,360,200.
- Montreal Trades and Labour Council expresses **DISAPPROVAL OF HIGH COST OF LIVING INVESTIGATION COMMISSION** for not making the hearing public and for not asking any labour representative in Montreal to give evidence.
- MANITOBA LEGISLATURE** concludes session.
- 21 **MONTREAL REFORM CLUB.**—Formal opening of new building—**PRESIDENT WALTER G. MITCHELL, K.C., in Chair.** Address to Sir Wilfrid Laurier read by **A. B. McMASTER, K.C.**, second vice-president of club. Address to **SIR LOMER GOUIN** read by **MR. J. B. VANIER**, Secretary. Speeches by **SIR WILFRID LAURIER, SIR LOMER GOUIN** and others.
- HON. S. N. PARENT**, former Chairman of National Transcontinental Railway Commission, **DECLARES GUTELIUS-LYNCH-STANTON REPORT "POLITICAL"** and forecasts charges against investigators. **DR. MICHAEL CLARK** (Red Deer) (L.) delivers address on tariff before Ottawa Canadian Club.
- 23 **HOUSE OF COMMONS—MR. CROTHERS**, Minister of Labour, gives notice of resolution to **PROHIBIT USE OF WHITE PHOSPHOROUS IN MANUFACTURE OF MATCHES.** Similar resolution carried under Laurier administration. **HON. G. P. GRAHAM** (S. Renfrew) (L.) says ultimate **COST OF TRANS-CONTINENTAL** as now estimated shows increase of \$7,800 over Chief Engineer Grant's estimate of September 30th, 1911, despite economies which Government promised to effect. **DEBATE ON DORVAL MILITARY SITE SCANDAL.** **W. T. Rodden** shown to have made profit of \$95,004 within very brief period. **SIR WILFRID LAURIER** urges Government to proceed with **CONSTRUCTION OF GEORGIAN BAY CANAL.** **Mr. Rogers**, Minister of Public Works, promises to appoint a commission.
- TOBACCO GROWERS OF KINGVILLE, ONT., ALLEGE BUYERS' TRUST** and form co-operative marketing association.
- 24 **HOUSE OF COMMONS—**Government shown to have failed to implement pre-election promises with regard to **PROVINCIAL CONTROL OF NATURAL RESOURCES.** Correspondence return shows that **Mr. Crothers**, Minister of Labour, did not follow up decision of **ANTI-COMBINES BOARD IN UNITED SHOE MACHINERY CASE.**
- MR. BURRELL**, Minister of Agriculture, **ADMITS SERIOUS INACCURACIES IN NEWLY ESTABLISHED AGRICULTURAL GAZETTE** of Canada. Liberal votes omitted and one item of \$700,000 twice included in making Conservative total.
- MINISTER OF MILITIA**, in speech **AT MEDICAL SERVICES BANQUET** at Ottawa, says he has no apology for expenditures he is making; and that no man should be in any Canadian regiment who is not an admirer of the ladies.
- DECREASE IN BRITISH IMMIGRATION TO CANADA** caused Cunard and White Star lines to cancel sailings.
- LIBERALS AT ZURICH, ONT.,** and vicinity form **CANADA FORWARD CLUB.**
- DR. J. W. ROBERTSON** tells Ontario associated Board of Trade that **TECHNICAL EDUCATION COMMISSION** will ask Government for \$350,000 to be applied to technical education.
- 25 **ONTARIO ASSOCIATED BOARDS OF TRADE FORMULATE LEGISLATIVE DEMANDS.**
- HALIFAX YOUNG MEN'S LIBERAL ASSOCIATION** organized, six hundred strong.
- HON. MR. SYDNEY FISHER** writes press denying allegation made by Col. Hughes of graft in connection with Farnham camp site, and challenging the Minister of Militia to make this statement where he has not the protection of the House of Commons, in which case action of criminal libel will be entered at once.
- BRITISH COLUMBIA LIBERAL CONVENTION** meets at Victoria.
- 26 **HOUSE OF COMMONS—MR. CROTHERS**, Minister of Labour acknowledges **FAIR WAGE CLAUSE OMITTED** from Montreal Armoury contract.
- MINISTER OF MILITIA** at **ARTILLERY ASSOCIATION** meeting says every man should "drill or pay". Association recommends universal military training.
- MRS. G. S. LINDSEY** addresses **TORONTO WOMEN'S LIBERAL CLUB** on Workmen's Compensation.
- CONVENTION OF BRITISH COLUMBIA LIBERALS** at Victoria **CONDEMNS McBRIDE BILL TO ASSIST CANADIAN NORTHERN PACIFIC RAILWAY** and endorses principle of proportional representation.
- NEW BRUNSWICK LEGISLATURE** opens.
- 27 **HOUSE OF COMMONS—Second reading of BILLS REGARDING INCORPORATION OF TRUST AND LOAN COMPANIES. SUPPLY, AGRICULTURAL ESTIMATES.** **MR. CARVELL** (Carleton, N.B.) (L.) shows Conservative worker received from Government \$1,000 **FOR BUYING \$12,000 FARM FOR EXPERIMENTAL PURPOSES AT FREDERICTON**, and that land was utterly unsuited for purpose. **MR. HAZEN**, Minister of Marine, refuses to instruct employees of his department to refrain from **PARTISAN WORK IN POLITICS.**
- MR. COCHRANE**, Minister of Railways, starts on **TWO MONTHS' TRIP TO EUROPE.**
- DEPUTATION OF LUMBERMEN, MILLERS AND ONTARIO BOARDS OF TRADE** asks Government to start line of publicly-owned steamers to fight combine.
- DR. CLARK, M.P.** (Red Deer) (L.), **MR. GERMAN, M.P.** (Welland) (L.) AND **MR. E. W. NESBITT, M.P.** (N. Oxford) (L.) address meeting of **NIAGARA LIBERAL ASSOCIATION.**
- NEW DOMINION GOVERNMENT LOAN** of \$25,000,000, four per cent, at 99, falls flat in London. **ONLY 22 PER CENT TAKEN** by public.
- 28 **MR. W. M. GERMAN, M.P.** (Welland) (L.) and **MR. VERVILLE, M.P.** (Maisonneuve) (Lab.) **ADDRESS MONTREAL REFORM CLUB.**
- Annual meeting **NORTH YORK REFORM ASSOCIATION** at Newmarket. Addresses by **HON. MACKENZIE KING** and **J. M. WALTON.**



DISSIPATING THE INHERITANCE

FOR two years the present Finance Minister was able to get along without difficulty on his inheritance from the Liberal regime. Six months ago the wave of Liberal progress and prosperity had spent its force. Revenues began to decrease and trade began to fall off. Nothing was done by the present administration to meet the changed conditions, except to attempt a fictitious prosperity by increasing the national expenditures and by borrowing money from abroad.

The result of the steadily accelerated process of falling revenues and increasing expenditures during the last half of the present fiscal year is seen in the financial statement of the Dominion for February. The figures are startling:

During February the revenue from all sources decreased, as compared with February of last year by	\$3,437,750
Expenditures for the ordinary cost of administration increased during the same time by	\$2,839,754
In the one month the net impairment of surplus of revenue over all ordinary expenditures was, as compared with the corresponding month of last year	\$6,277,504

During the month the net debt of the Dominion increased by	\$2,785,931
Customs revenue for the month decreased by	\$2,322,864

This indicates a falling off in imports of about 25 per cent. and the indications are that the tide will not turn again for some months at least.

During the first two months of 1914, as compared with the first two months of 1913, the total revenue decreased by \$5,350,375 while the total expenditures increased by \$8,215,816. Going "to the bad" \$13,567,191 in two months is by all odds the worst record in the history of Dominion finances since Confederation.

In the face of falling revenues the Government has increased the expenditures for the year by approximately \$40,000,000.

The addition to the net debt of the Dominion during the fiscal year is estimated at \$20,000,000.

The outlook for the coming year is for a steady continuance of the process of going from bad to worse.

Increased borrowings, increased debt, increased expenditures and increased taxation under the Borden Government have replaced the Laurier process of growing annual surpluses applied to decreasing taxation and to decreasing the national debt.

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