

# A STRIKING ILLUSTRATION OF TORY POLITICS AS SHOWN IN THE HIGHWAYS ACT

A Dastardly Attempt to Bribe the People---They Kill the Senate  
Amendment and Voted Down F. B. Carvell's Motion to Pay  
the Money Over to the Provincial Governments

## THE BILL AND THE SENATE'S AMENDMENTS

An Act to Encourage and Assist the Improvement of Highways

WHEREAS the highways of Canada constitute an important part of the facilities which are necessary for any efficient national scheme of transportation and intercommunication; and whereas, with the increasing progress and development of the country it is desirable and expedient to improve and extend the existing highway facilities, and for that purpose to give assistance to the various provinces of Canada; Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as The Canada Highways Improvement Act.
2. In this Act the word "Minister" means the Ministers of Railways and Canals.
3. The Governor in Council may, in any year, and upon such terms and subject to such conditions as are prescribed by order in council, grant to any province in aid of the improvement of existing highways or bridges, or the construction of new highways or bridges, in such province, or for all or any such purposes, a subsidy not exceeding such sum as may in such year be voted by Parliament for that purpose.
4. Any highway for which aid is granted to a province shall be improved or constructed, as the case may be, according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister, and specified in each case in an agreement between the Minister and the Government of the province, which agreement the Minister, with the approval of the Governor in Council, is hereby empowered to make.
5. Each highway to be constructed or improved shall be defined and described in such agreement, and provision may be made therein for the future maintenance of such highway in good condition according to a specified standard and to the satisfaction of the Governor in Council.
6. The Minister, with the approval of the Governor in Council and upon such terms and conditions as are prescribed by order in council, may undertake the construction of any new highway or the improvement of any existing highway in any province, and may expend in such improvement or construction the whole or any part of the sums voted by Parliament for such subsidy to that province. Provided, however, that the Minister shall first obtain the necessary authority from the legislature of such province and the consent of the Lieutenant Governor in Council.

When the Highway's Act was under discussion June 5th, and the government refused to accept the senate's amendment, Mr. Carvell tried to get a motion through by which the provinces would at least get the money this year, and the amendment was ruled out of order. In presenting the amendment Mr. Carvell said:—"I do not wish to take up much time, but I want to make a proposition to the Minister of Railways with regard to this item. We know from discussion in this House earlier in the present sitting that the Canada Highways Act will not become law this year. So, it looks as if the provinces would be deprived of this \$1,500,000. I assure the minister that it will be a great hardship to practically all the provinces. I am not going into a discussion of who is right and who is wrong in the matter—we have threshed that out already. But as I view it, the provinces want to get this money. Speaking for my own province we need it, the worst way. If the minister can find worse roads in Canada, those roads will be found to be pretty bad. This \$73,000 for New Brunswick would not be very much, but it would be something. It would be a great benefit to the people if we could use it for ordinary temporary work, not even for

permanent work. Would not the minister be willing to change this vote to such an extent, that for this year at least this amount of money would go to the provinces just in the form of a subsidy? Such a course would not injure the minister to anything in the future, nor would it create any dangerous precedent. The hon. minister may have time next year to repent of his rash act in refusing to bring down and put through proper legislation, and the people would have the benefit of this amount of money. This could easily be effected by striking out a few words which would make this appropriation a subsidy to the provinces.

Mr. COCHRANE: I intended to make a definite arrangement with the provinces as to the roads upon which this money should be expended.

Mr. CARVELL: That can be done under the arrangement I suggest. I was somewhat surprised upon looking at the public accounts this afternoon to find that in 1867 the total taxes collected from the people of Canada were \$11,700,000, and that subsidies were paid to the provinces to the amount of \$2,753,000, or 24 per cent. In 1911 and 1912 we collected \$105,847,000, and only paid \$10,281,000 in subsidies, or only 10 per cent. Having regard to the increased revenue of last year, this percentage would probably be decreased by 2 per cent. This is a wonderful shrinkage, yet, in proportion to the revenue of Canada, the provinces have not the money today that they had forty years ago. My hon. friend could very well afford to increase the subsidy, and make this a grant to the provinces. He will at least have washed his hands of the matter and any blame will have to fall upon the wicked Senate. I move that this resolution be amended by striking out of lines 1 and 2 thereof the words "under the Canada Highways Act," and by striking out of lines 4 and 5 thereof the words "as in the said Act mentioned." The amended resolution will be as follows:

"To provide for the payment of the following subsidies to the several provinces of Canada for the construction or improvement of highways or for both such purposes, that is to say on \$1,500,000 basis." Including the amounts as apportioned to the different provinces in

An Act to Encourage and Assist the Improvement of Highways As Proposed to be Amended by the Senate, and which the Government Refused to Accept

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1. This Act may be cited as THE CANADA HIGHWAYS IMPROVEMENT ACT.
2. In this Act the word "Minister" means the Minister of Railways and Canals.
3. (1) The Governor in Council may, in any year, and upon such terms and subject to such conditions as are prescribed by order in council, grant to the several provinces of the Dominion in aid of the improvement of existing highways or bridges, or the construction of new highways or bridges, or for all or any such purposes, subsidies not exceeding in the whole such sum as may in such year be voted by Parliament for such purpose.
- (2) THE SUM OF MONEY VOTED IN ANY YEAR TO BE EXPENDED UNDER THIS ACT SHALL BE APPORTIONED AMONG AND PAID TO THE SEVERAL PROVINCES OF THE DOMINION IN PROPORTION TO THE RESPECTIVE POPULATIONS OF SUCH PROVINCES AS SHOWN BY THE THEN PRECEDING CENSUS.
4. Any highway or bridge for which aid is granted to a province shall be improved or constructed, as the case may be according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister, and specified in each case in an agreement between the Minister and the Government of the Province, which agreement the Minister, with the approval of the Governor in Council, is hereby empowered to make.
5. Each highway or bridge to be constructed or improved shall be defined and described in such agreement, and provision may be made therein for the future maintenance of such highway in good condition according to a specified standard and to the satisfaction of the Governor in Council.

the resolution.

The CHAIRMAN (Mr. Nickle): I think I shall have to rule this out of order. The Governor General sent this resolution down with his message, stating a definite method of expenditure, and any resolution altering that method of expenditure is, in my judgment, out of order.

Mr. CARVELL: I appeal from your decision.

Mr. SPEAKER having taken the Chair, Mr. Nickle for the Chairman of the Committee, reported as follows:

"On item No. 542, Mr. Carvell moved to strike out the words in section 542 'under the Canada Highways Bill' and the words 'as in the said Act mentioned.' The Chairman ruled the motion out of order for the reason that it changed the method of expenditure as defined in the recommendation of the Governor in Council. From this ruling Mr. Carvell appealed to the House."

House divided on the question and the amendment was ruled out of order.

## SALARIES BEHIND; MINISTERS IN DEBT

Conditions Presented to Toronto Methodist Conference

Toronto, June 14.—Salaries too small, salaries so much in arrears that ministers have to run into debt, antiquated methods of raising funds, obstinate finance boards block progress, are some of the conditions which the ministerial salaries committee of the Methodist church reported to the conference yesterday through the chairman, J. W. Flavell.

To remedy these conditions they recommend that weekly offerings envelopes be universally adopted, that the stewards on each circuit be prompt with their payments, that finance committees be established and volunteers be asked from each conference to help them in the ministerial salary committee.

The conference adopted the recommendation of the committee that each circuit adopt a system of weekly offerings for ministerial support and that a superintendent with staff

personally canvass each adherent of the church also. It was argued that the minister's salary be paid in full each month and, if necessary, arrangements made for a bank credit if funds were not to hand.

Toronto, June 14.—Only one reference was made to church unity in the report of the committee on the state of the church to the Anglican synod of the diocese of Toronto, and it was advised that the church should move slowly. It was adopted without discussion.

"It would seem to your committee," says the report, "that our Canadian churchmen would do well to exercise a wise self-control and to watch sympathetically and follow the great movement inaugurated in the American church for the consideration of faith and order and that in the meantime we can make our best contribution to the satisfactory solution of the problem by giving close attention to the task of the church."

### KIRKLAND

A young son arrived at the home of Mr. and Mrs. Albert Dickinson on June 14.

The W. A. of the Anglican church held their monthly meeting at the home of Mrs. Louis Mushroo in Monument Set.

The W. F. M. Society held their monthly meeting at the home of Mrs. George Dickson.

Mrs. Mary Thompson has returned to her home in Bangor.

There was a basket sale and dance in the Temperance Hall, Maxwell, June 13, under the auspices of the C. O. of Foresters.

Rev. A. W. Teed has started a Sabbath school at the School house in Monument-Settlement, also at Golden Ridge District.

Our Agents, J. W. Crawford and D. Dykeman, are kept quite busy.

Wallace Crawford of Houlton is visiting his parents for a few days.

Some of the critics dope it out that, after Jack Johnson serves a year in prison, he will step forth in fine condition once again and he will be in a position to display his old time speed and cleverness in the ring.

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"My Mother raised a family of ten or fifteen children, as the case may be, and all that she had was that old machine there in the corner, which has been in use for forty years; that was good enough for Mother, so I guess it is good enough for my Wife."

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