

# GOVERNMENT TO PURCHASE THREE QUEBEC RAILWAYS

**Sir Rodolphe Forget to be Reimbursed for Electing Twenty Nationalists in 1911 - Proposal Roundly Denounced in Parliament by Liberal Members---"A Political Steal" Says Mr. Turiff.**

Ottawa, May 16.—When the House went into committee on the bill providing for the acquisition of the Quebec, Montmorency and Charlevoix, the Quebec and Saguenay and the Lotbiniere and Megantic railways, Hon. Dr. Reid said the government had decided that the value should be "the actual cost of the railway lines, less depreciation, and not to exceed \$4,465,000, less subsidies, exclusive of bonded indebtedness not to exceed \$2,500,000, which was to be assumed by the government."

The \$2,500,000 covered by the bonded indebtedness referred to the terminals of the Quebec, Montmorency and Charlevoix at Quebec; \$330,000 reported the maximum to be paid for the remainder of the Quebec, Montmorency and Charlevoix at Quebec; \$330,000 reported the maximum to be paid for the Lotbiniere and Megantic and \$4,135,000 reported the maximum to be paid for the remainder of the Quebec and Montmorency and the Quebec and Saguenay properties.

Dr. Reid said that he was informed that \$5,200,000 had been put into the Quebec and Montmorency and the Quebec and Saguenay projects outside of the Quebec terminals.

Mr. Pugsley asked if there was any explanation of the fact that the Quebec and Saguenay company was prepared to accept in October \$600,000 less than they were prepared to accept in May. He was told by the acting Minister of Railways that the only explanation was that an error of calculation had been made last autumn.

Hon. G. P. Graham declared that the proposed transaction was "indefensible on any ground." To make the purchase when the treasury was overflowing would be a questionable action; to make it at present was monstrous and an outrage. Mr. Graham said that the Lotbiniere and Megantic road, with the exception of the line from Quebec to St. Anne de Beaupre, was the best piece of railway of those to be bought. He had as Minister of Railways declined to buy the Lotbiniere and Megantic. The transaction did not mean that the government would spend \$4,000,000. It meant that the country would be called upon to pay \$10,000,000 in order to meet the liabilities of the companies and to complete the roads and provide rolling stock for them.

## Built for Half the Money.

Mr. Pugsley said that the report of the Government engineers indicated that the Quebec and Montmorency could have been constructed for a sum equal to half the bond issue the Government was to assume, and that the Quebec and Saguenay could be built for \$2,813,000 instead of \$4,100,000.

Hon. Arthur Meighen pointed out that the House was not asked to fix the amount which the Exchequer Court was to consider the value, but to fix the basis of the court's enquiry and the maximum to be paid. The Exchequer Court would ascertain not what went into the pockets of promoters, but what went into the construction of the roads.

## Sir Rodolphe's Case.

Sir Rodolphe Forget said that the Quebec and Montmorency Railway had carried 1,842,000 passengers last year. It was thirty miles long and half of it was double tracked; it had 22 stations, the buildings have cost \$275,000 and rolling stock \$409,000, while the terminals at Quebec was worth nearly \$2,000,000. It ran through a thickly populated country and there was no better road in Canada. The Quebec and Saguenay railway had been incorporated in 1905 at the demand of Quebec Liberals, had been encouraged by the late government with subsidies in 1909 and had also received the personal encouragement of Hon. Rodolphe Lemieux.

## French Investors?

Hon. Rodolphe Lemieux said the Quebec and Saguenay Railway had been built with money received from French investors, and he thought the people who had built the road should now be entitled to reimbursement. Personally he was not opposed to taking over the road, but thought the Lotbiniere and Megantic and the tramway from Quebec to St. Joachim should not be expropriated too.

The member for Rouville, returning to the question of the French investors in the road, said they had contributed \$4,600,000 of its cost, while Montreal people had raised \$1,500,000. They had been induced to invest their money in various enterprises known as the Quebec merger.

Sir R. Forget.—The French people got back their money at 6½ per cent. interest.

Mr. Lemieux continued, that the French bondholders had been induced

to sell their bonds at \$50 and \$40 after having become discouraged with the progress of the enterprise.

Sir Rodolphe Forget.—Discouraged by whom? Is my hon. friend of the opinion that the French investors who bought C. P. R. at \$230 and sold at \$165 lately, should also be reimbursed?

## "A Political Steal"

J. G. Turiff was outspoken in condemning this last hour climax of the government's sessional programme.

"The whole proposition," he declared, "is nothing but a political steal. The government is paying for the political support it has got in the past from Sir Rodolphe Forget, and especially for the support it got just a few days ago, when Sir Rodolphe cracked the whip for the government in regard to the bilingual question. For an expenditure which will aggregate \$10,000,000, all that the country will really get in return would be 62 miles of road through a sparsely settled country added to the existing mileage of Canada."

"This expenditure is being made at a time when the government is preaching the strictest economy, when it admits that we have already too many lines of railway in Canada, and when the money is urgently needed for other purposes. It is a gigantic piece of folly by which the government aims to regroup some of its personal friends and supporters. It will take one-third of the whole amount which the government expects to raise from the business tax and throw into this cesspool. The government will spend as much on this needless proposition for the benefit of private individuals as the men and women of Canada have sacrificed during the war for the patriotic fund, the Red Cross fund and other patriotic organizations. Of all the propositions ever put before the House in the past, there was never such an outrageous proposition."

## The Price of Support.

J. H. Sinclair, of Guysboro, alluding to the fact that Sir Rodolphe Forget was credited with having delivered twenty Nationalist seats in support of the government in 1911, declared that in payment of the political debt owed him by the government the country was now being called upon to pay about \$500,000 for each Nationalist vote in the Commons.

As Hon. Frank Oliver pointed out, the expenditure of \$10,000,000 to give 30,000 people railway facilities not urgently needed, was an unjustifiable proceeding in view of the fact that there were so many other channels to which the money could be more profitably directed. He instanced the building of an elevator at Quebec which would enable the National Transcontinental to be of some real use in handling export grain or the assisting of lines now lying uncompleted in the west, where farmers 60 or even 120 miles from the nearest railway, had no transportation facilities whatever.

# THE RECENT REBELLION IN IRELAND

(New York Times.)

Even in time of peace it would have gone hard with the leaders of the Irish rebellion. In time of war, when the empire is beset with perils, the British government has evidently felt that no penalty short of the sternest would be adequately punitive and deterrent. Accordingly, Pearse, who called himself the provisional president of the new Irish republic, Connolly, who took the title of commander-in-chief of the Irish republican army, and Thomas J. Clarke and Thomas McDonough, two other signers of the republican proclamation, found guilty of treason, were shot.

The world will be, first of all, and much moved to pity for the victims in some measure, perhaps, to doubt of the government's wisdom. It had been felt that in view of the sheer madness of the revolt leniency might be shown; that the government would treat them rather as fanatics than as traitors. But war is a stern business, and the subject who sets himself against his King or the citizen who rises against his government when the nation is straining every resource to overcome enemies in the field, can hardly expect mercy.

Moreover, the men who proclaimed the Irish republic made the dreadful mistake of mixing actual treason with their religion. In the proclamation put out in Dublin on April 20 they said that, having waited for the right moment to reveal themselves, Ireland "now seizes them-

# MUSHROOM COMPANIES BEHIND IN DELIVERIES

Ottawa, May 16.—"Parliament has decided—rightly or wrongly, that is for the public to determine—to restrict the scope of this investigation to four contracts. In view of that, I think we would be acting unfairly and improperly to permit the examination asked for."

Such was the final ruling of Sir William Meredith concerning the application of E. B. Carvell, M.P., to examine J. W. Flavelle, chairman of the Imperial Munitions Board, as to the prices paid by the British War Office for shells made by the manufacturing members of the old Shell Committee. Mr. E. F. B. Johnston and Mr. Carvell contended that those shells were other component parts of the order which involved the 5,000,000 fuses under investigation. I. F. Hellmuth and J. S. Ewart took exception to the proposed course.

Hon. Justice Duff observed that in his opinion the information desired by Mr. Carvell had some relation to the matters under investigation, but he was not prepared to say that it came within the jurisdiction of the commission.

Mr. Carvell said he desired to be frank. He believed he could establish that the prices which the War Office was called upon to pay were larger by "many hundreds of thousands of dollars" than was warranted, and that the "profits" finally turned back to the War Office were not nearly as substantial as they should have been.

A discussion as to the production of letters exchanged between General Sir Sam Hughes and J. W. Flavelle, chairman of the Imperial Munitions Board, and relating in part to the fuse contracts, was the most prominent feature of this afternoon's sitting of the fuse inquiry.

Mr. Flavelle, who was the witness,

stated that there had been such correspondence, but he did not care to make it public, though he had no objection to placing the letters before the commission. E. F. B. Johnston, K.C., at once demanded their production, but I. F. Hellmuth, K.C., took the position that while anything relating to fuses was admissible, possible references to other matters in the same letters should not be examined.

After a lengthy discussion, the commission advised Mr. Flavelle to "exercise his best judgment" as to what bears on the inquiry when he gets together the correspondence referred to. The point as to whether the letters will be made public, or submitted only to the commission, was apparently left open.

Another thing elicited from Mr. Flavelle was that from the start the American companies contracting for fuses have been behind in their deliveries and that the Imperial Munitions Board itself is now establishing in Montreal a loading plant where the difficult technical work will be carried out. It is to be operated next month. Mr. Flavelle admitted that this purely Canadian industry had yet to demonstrate its workability.

Referring to the contract with the Edwards Valve Company for cartridge cases—a subject within the scope of the enquiry—Mr. Flavelle expressed the frank opinion that it never should have been made.

Examined on other lines, he said he had not heard any members of the Shell Committee laying claim to the profits from the contracts, and questioned as to what happened when the old committee was disbanded, asserted: "We just went in." It was at this point that the discussion ensued as to the production of what passed between General Hughes and himself.

# A Daily Treat— "SALADA"

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## THE DIFFICULTY.

Vernon Castle, before leaving New York to join the English army, was condemning the German submarine methods.

"To murder with submarines and then deny their guilt—that is the Germans' system, and it would be a good one, no doubt, if they could make it work—if they could get their hand in. But they can't."

"They are like the amateur pick-pocket."

"Don't you find pocket-picking difficult and dangerous work?" the judge, in pronouncing sentence, asked.

"Yes," the amateur answered, "but it wouldn't be," he added hopefully, "if I could only get my hand in."

## ENTIRELY TOO CARELESS.

The editor in charge of the personal inquiry column opened his seventeenth letter with a groan.

"I have lost three husbands," a lady reader had written confidently, "and now have the offer of a fourth. Shall I accept him?"

The editor dropped his pen in the ink.

This was the last straw.  
"If you've lost three husbands," he wrote, "I should say you are much too careless to be trusted with a fourth."

## WONDERFUL FOR THE BLOOD

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You don't need to be told how you feel—blue, sort of sickish, poor appetite, vague pains, tired in the morning. This condition is common at this season.

Fortunately there is prompt relief in Dr. Hamilton's Pills, which immediately relieve the system of all poisons and disease-producing matter.

Thousands have been so utterly depressed, so worn out as to be despondent, but Dr. Hamilton's Pills always cured them. "I can speak feelingly on the power of Dr. Hamilton's Pills," writes C. T. Fearman of Kingston. "Last spring my blood was thin and weak, I was terribly run down, had awful headaches and a gnawing, empty feeling about my stomach. I couldn't sleep or work until I used Dr. Hamilton's Pills—they did me a world of good." At all dealers in 25c. boxes.

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# The Printing and Publicity Specialist Talks To His Son

"Say, John, I feel quite sick today," said Mr. Blank. "Please visit the different doctors in town, and find out who will cure me for the least money. Get your quotations tabulated and then let me see them. Of course we will engage the doctor who charges the least."

"Why, I never heard of such a thing," said John. "The idea of getting quotations from a doctor; it's the asylum for you."

"Well now, why not? I am a specialist in printing and publicity. I study my business just as carefully as any doctor can do. If I do say it that shouldn't, I have just as much brains as the average doctor. I strive to give my customers the benefit of my knowledge, my artistic skill and judgement and my ideas on publicity. I give service as the term is understood in the Twentieth Century."

"When some people around here have a little printing to be done, they visit all the printing offices, get quotations from each one, and then give the work to the man who gives the lowest figures."

"The ordinary user of printing knows his own business, but he is no more a judge of the work of printing than he is a judge of what sort of medicine a doctor should give him for the cure of his ailment. If people ask me for quotations and pass me by if my price happens to be a little more than the other fellow, why shouldn't I apply the same method to the doctor, lawyer, dentist and painter? Why not? It's a mighty poor rule that won't work more than one way."

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