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THE HOME RULE BILL

The bill to establish an Irish parliament brought down in the Imperial House of Commons by Premier Asquith last week, is broad and generous in its scope and if passed into law as it surely will be, will put an end to the long-standing quarrel between England and Ireland. For over twenty years, during the greater period of which they sat upon the opposition benches, the Liberals of Great Britain have held to their belief that the granting of local self government to Ireland would not only enrich the national character and intelligence of the people of Ireland, but of England and Scotland as well. They believe that Irishmen have not in the past been fairly treated by the governing classes of Great Britain. They believe that the hostility of Irishmen all over the world to everything British can be overcome only by trusting Ireland to manage her own internal affairs as the overseas dominions do. They see that the Imperial parliament at Westminster is not able to give the necessary attention to the internal affairs of a world-wide empire because it is forced to consider and pass judgment upon a myriad of petty questions brought up to London for settlement from every corner of England, Ireland, Scotland and Wales. It cannot be truthfully said that they are less loyal than the men of Ulster who threaten rebellion if Home Rule passes, and they are not going to allow a fortieth part of the population of the United Kingdom by their irreconcilable attitude, prevent the carrying into effect of a carefully thought out proposal to modernize the machinery of government.

The people of Ireland are overwhelmingly in favor of Home Rule, and there is no doubt that the rights of the minority in Ulster will be as absolutely safeguarded as are the rights of the French minority in Canada. The Boers of the Transvaal who took up arms against Great Britain a few years ago have been granted the boon of self government and it is working out satisfactorily. Why should it be denied to the people of Ireland who have stood loyally by Great Britain for centuries? Should British governments be condemned to maintain a perpetual quarrel with the Irish people? Why should the Irish people continue to be governed as a subjugated race?

The Home Rule measure is a bill designed to smooth the path of the British empire and liberate new forces for its services. It will carry into effect the lesson taught by Mr. Gladstone, the greatest Liberal of the 19th century—that the best solution of Irish difficulties lies in the establishment of an Irish parliament with an executive responsible to it.

Viewed from a broad imperial standpoint, the carrying into effect of the Home Rule bill will undoubtedly mean much for the British empire and the English-speaking race. This was clearly pointed out by Hon. Winston Churchill in his memorable speech at Belfast on Feb. 8th, when he said:

"Great as are the difficulties, which as we all know, stand in the way of a federation of the empire, those difficulties would be sensibly diminished by a reconciliation between Great Britain and Ireland, and far wider even than the unity of the British empire the great dream could be dreamed of good relations and ultimate unity with the English-speaking peoples of the world. Why should it not come true? Why cannot this great settlement be made? Why cannot we all make friends? We have done it in Canada. We have done it

in South Africa. Something perhaps, has been accomplished in the last few months in Bengal. Meet the grievance, heal the quarrel, bury the hatred, link the interests, conciliate, consolidate and unify, thus and thus alone shall be able to surmount the toils and the perils which the future may have in store."

Premier Flemming says that he is apposed to reciprocity because it would give the Americans a chance to get over raw material to keep their industries going. As the premier has for some years been engaged in shipping lumber to the United States his preaching scarcely conforms to his practice. If the premier could only devise a scheme for exporting ready made houses to the United States he would be providing employment for our own people and at the same time would relieve the Americans from the necessity of importing lumber for building purposes.

The statement is made that Canadian banks have the enormous sum of one hundred million dollars on call loans in New York. Yet Sir Byron Walker and other bankers told the Canadian people last autumn that the free interchange of farm produce with the United States would be a terrible thing. Reciprocity in money is all right, but according to their idea reciprocity in natural products which would give the farmers and lumbermen a chance is all wrong. It all depends on whose ox is gored.

According to the Hartland Observer the banquet to Mr. F. B. Carvell, M.P.P., at Hartland was attended by "Two hundred sober men who on the morrow would have no regrets and no headaches." This is in marked contrast to the memorable Tory blowout at Halifax last fall.

Mr. O. S. Crockett, M.P., has no love for Hon. J. D. Hazen and he declined to attend a banquet in his honor at the Barker House a few nights ago. Mr. Slipp, M.P.P. has no love for Hon. H. F. McLeod but he was his guest at a supper a short time ago.

A large delegation recently waited upon the Premier of Prince Edward Island and presented a memorial asking that the act prohibiting the use of automobiles on the island be repealed. The premier promised that the government would give the matter earnest consideration.

The enormous quantity of farm produce shipped from York County to the United States during the past few months goes to show that the farmers of this county lost thousands of dollars by the defeat of reciprocity.

Hon. W. C. H. Grimmer is easily the ablest man in the Flemming government. The fact that he has not been heard from so far in the House this session would seem to indicate that he is not overjoyed with Premier Flemming's leadership.

Prominent Irishmen in Canada and the United States, including Sir Thomas Shaughnessy, President of the Canadian Pacific Railway Company, have cabled Mr. John E. Redmond, M.P., expressing approval of the Home Rule Bill.

In Texas the churches and the trade unions are getting together. According to the plans agreed upon between the pastors' association and the Central Labor Council of Dallas each of these bodies will have an active representative in the official work and deliberations of the others.

Now that Dr. Beattie Nesbit, the Tory boss of Toronto is to return to Canada he should lose no time in making application for the job on the Inquiries Commission to be vacated by the forced resignation of Mr. A. B. Morine.

The gravest beast is the ass, the gravest bird is the owl and the gravest man in the House of Assembly is Dr. Landry the medical commissioner of agriculture.

It is said that Mr. George Perley, M. P. P. has decided not to press for the restoration of the bear bounty this session.

During the coming two weeks a large number of youngsters now being tried out in the big show will be shipped back to the minors as each major league club is allowed but 25 men on the club roster from May 1 to August 20.

MANY BILLS PASSED BY HOUSE

(Continued from page one.)

6. How much money has the province invested in steel superstructures or near about?
Ans. See Board of Works reports of previous years.
7. Is the government aware of the great loss sustained by other provinces by neglecting the painting of steel bridges?
Ans. No.
Hon. Mr. Morrissey, in reply to Mr. Upham's enquiry, said:

THE AUTO TAX.

1. Does the government know of any automobile owners who had not paid their automobile fees up to October 31st, 1911?

Ans. Yes.
2. If so, who did not pay the fees?
Ans. The following is a list of those who had not paid the fee up to October 31st, last. Of this list the first 31 have paid the 1911 fee since that date.

F. B. Carvell, M.P., Woodstock.
D. H. McAllister, ex-M.P., Sussex.
M. W. Doherty, St. John.
J. F. Benson, Chatham.
W. D. Martin & Sons, Moncton.
G. H. Waring, St. John.
F. Del. Clements, St. John.
F. M. Tweedie, Chatham.
L. D. McIntosh, Hartland.
R. S. White, Fredericton.
W. C. Craig, Hartland.
A. McLennan, Chatham.
G. H. Lounsbury, Chatham.
W. McCreadie, Fredericton.
W. B. Tennant, St. John.
Alex. Ford, Sackville.
R. W. Oarson, St. John.
R. A. Snowball, Chatham.
W. S. Emery, St. John.
Arch. Fraser, Fredericton.
A. A. Shute, Fredericton.
F. P. Doody, Fredericton.
A. C. Smith, Fredericton.
B. J. Johnson, Richibucto.
W. A. Ferguson, Moncton.
Rev. W. Legacie, River de Cache.
W. F. Roberts, M.D., St. John.
G. B. McLaughlin, Perth.
George Tucker, Moncton.
C. A. Murray, Moncton.
George H. Kaye, St. John.
(Nor Yet Paid.)
C. N. Dawson, Hillsboro.
J. A. Pugsley & Co., St. John, 15 cars.

G. R. Jones, Lewisville.
J. M. Tompkins, East Florenceville.
C. H. Taylor, Hartland.
C. L. Smith, Sussex.
W. S. Fairweather, Sussex.
J. W. Webster, Hampton.
Gordon Taylor, Rothesay.
T. J. Levesque, Clair.
J. A. Guy, Edmundston.
A. J. LaViolette, St. Leonard.
R. H. Wing, Chatham.
G. H. Lounsbury, Chatham.
A. J. Ferguson, Chatham.
T. J. Byrne, M.D., Chatham.
H. Good, Dalhousie.
Edgar Smith, Black River.
H. J. Flemming, St. John.
Paul R. Hanson, St. John.
H. B. Robinson, St. John.
A. Pierce Crockett, M.D., St. John.
G. E. Armstrong, Perth.
C. A. Kirkpatrick, Grand Falls.
A. J. Martin, Grand Falls.
Dr. B. N. Puddington, Grand Falls.
T. D. Parent, Grand Falls.
Dr. L. N. Bourque, Moncton.
H. J. Leaman, Moncton.
G. H. Brown, Moncton.

Alex. Carter, Moncton.
R. A. Frechet, Moncton.
G. A. Robertson, Moncton.
J. A. Thibodeau, Moncton.
F. C. Jones, Moncton.
C. H. Belliveau, Moncton.
W. H. Allen, Chapman's P. O.
Edmund Simpson, Petitcodiac.
Mrs. F. Ryan, Sackville.
Fred Ryan, Sackville.
J. L. Hicks, Sackville.
Smith Bros., Fredericton.

3. What action does the government intend to take to collect the same?
Ans. The government is taking steps to collect these fees.

4. How does the government get information concerning new chauffeurs; what examination do they have to pass and before whom?

Ans. By receiving application for registration. The Motor Vehicle Law does not call for any examination, but requires that testimonials be furnished to the secretary of the department of public works as to the character and sobriety of the applicant.

Mr. Slipp on behalf of Mr. Woods introduced a bill to incorporate the Nerepis and Long Island Railway Co.

Mr. Cyr introduced a bill relating to the Town of Edmundston.

The House went into Committee with Mr. Burchill in the Chair and agreed after discussion to the bill to amend the act respecting pedlars with amendments empowering any municipality to enact bye-law to control pedlar's licenses.

The House went into Committee with Mr. Young in the Chair and considered the bill to incorporate the St. John and Quebec Railway Bridge Company.

In reply to Mr. Copp, Hon. Mr. McLeod said that provision was made in the bill that the company might construct if they deemed it advisable other bridges in addition to the three large structures for which the subsidy of \$1,000,000 had been granted by the Dominion Government. He did not think there could be any objection to that.

Mr. Bentley said that hon. members had some information that the structures would be toll bridges and that statement had been made in Parliament by Senator Loughheed.

Hon. Mr. McLeod said that while Senator Loughheed had made the statement there was no truth for such a report.

Hon. Mr. Flemming explained the arrangement under which the interest on the bonds for the construction of bridges would be paid. No tolls would be exacted. The Federal Government had agreed to a guarantee of \$1,000,000 and if called on would pay the interest for the first fifteen years. For the remaining portion of the fifty years for which the bonds were issued the interest would be paid out of the forty per cent. of the gross earnings on the proportion that the cost of the bridges bears to the cost of the road. The arrangement was a splendid one in the interests of the province.

In reply to Mr. Copp Hon. Mr. McLeod said that he would submit to the House on Monday next a copy of the agreement to lease between the

(Continued on page five.)

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Lease hold lot with mill and mill machinery including rotary on good mill sight adjoining public wharf on main river and deep water. Excellent stand for local trade and export. Price \$1000

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PERSONAL

Mrs. A. B. Copp, of Sackville who has been spending a few weeks at the Queen with her husband returned home this morning.

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