

The Daily Mail

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WILL BE OPPOSED

It now seems certain that if an application is made by the St. John & Quebec Railway Company for an increased bond guarantee that it will meet with pretty serious opposition in the Legislature. A number of the members from the North Shore and eastern counties are of opinion that this company has been generously dealt with by the government, considering the character of the road they are building and will oppose any further increase in the amount of the bond guarantee. The company now has a guarantee of \$25,000 per mile from the local government and a double subsidy of \$6,400 per mile from the federal government, a total of \$31,400 per mile. Sub-contractors who have been engaged upon the work, who should know whereof they speak, declare that the road is not costing anything like \$31,400 per mile to build and that the company is likely to come out ahead on the present arrangement. Mr. Gould and his associates, on the other hand, apparently take a different view of the matter and no doubt will be prepared to present a strong case to the government. Of one thing there does not appear to be much doubt and that is that so far very few, if any, of the subcontractors who have had to do with the construction of the road have realized much of a profit from their operations. If anybody is making money out of the enterprise, it is the "higher ups" and not subcontractors who will reap the benefit from an increased bond guarantee.

Commodore Stewart, M.P.P., in discussing railway matters in his paper, The Chatham World, seems to think that the adoption of MacKenzie & Mann methods is the only way to succeed. He thus moralizes on the subject:

"If Mr. Pinder had made a study of MacKenzie & Mann methods he might have easily shown, in the recent trial in Fredericton, that the Southampton Railway cost the full amount of the subsidies. He should have taken the contract from his company at, say, \$25,000 a mile, and then the company's books could have been produced to prove that the cost exceeded the subsidies. Mr. Pinder should have taken lessons from MacKenzie & Mann before undertaking to build the railway. He appears to have made nothing out of it but it is evident that somebody got a big slice of the subsidy on some pretense or other. THE NEXT APPLICATION FOR INCREASED RAILWAY SUBSIDY OR BOND GUARANTEE WILL NOT GO THROUGH THE LEGISLATURE WITHOUT OPPOSITION."

HOW THE MONEY GOES

Col. Sam Hughes, if not the most influential member of the Borden Government—and we think he is—at all events, the most costly one. In a letter from the Liberal Information Bureau at Ottawa, the cost of some of his famous "military trips at home and abroad" is given:

Twenty-five officers, one lady private secretary, one assistant lady private secretary, and two orderlies, with the officers' wives and daughters, comprised the party with Col. Hughes, the Minister of Militia, took with him to Europe last fall. The estimated total cost of the trip has been stated by the Minister to be \$24,262. Those who are informed state that when all the bills are in the total cost will be vastly in excess of this sum. The officers received for pay of rank \$3,984, and for subsistence and other allowance in addition to a regular salary \$10 a day.

While Col. Sam Hughes was entertaining this Gold Braided brigade on the Continent he engaged on an average of seven automobiles per day from the Wolseley Motor Car Co., Ltd. These cars were sent from England to Boulogne and from there conveyed the party over North and North Eastern France and other continental countries. The automobiles were with the party from September 3rd to October 17th, and the total amount paid for automobiles alone was \$6,904.26.

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During the years 1912-13 the Militia Department paid out for repairs, furnishings and upkeep of the Automobiles owned by that Department in Canada \$8,644.92.

During the summer of 1912 Col. Sam Hughes and Sir Ian Hamilton made a tour of inspection through Canada on a special train with a host of attendants and officers. This trip cost the country \$20,740.

Talk about making the money fly, or as a Government member put it, "dash away and spend," at a time when tens of thousands of workingmen are out of employment and unable to provide for their families—well, just think it over!

A KNOCK FOR COL SAM

The army and navy Gazette of London commenting on a recent deliverance in Parliament by Col. Sam Hughes says:

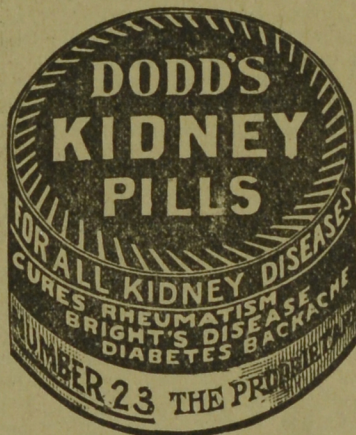
"According to a telegram from the Times correspondent at Ottawa, dated February 6, Col. Hughes, the minister of Militia, when discussing on that day in the House of Commons, the new regulations of the National Rifle Association permitted himself to remark that the object in view was to force Canada to use the Lee-Enfield rifle or else to shut Canadians out of Bisley. Tact combined with a desire to understand aims other than his own have never been Col. Hughes' distinguishing characteristics, but his latest pronouncement is grotesque to a degree which can only be described as indecent in the case of a minister. We are all well aware of the difficulty which for many reasons Canadians may experience in endeavoring to understand the general policy of the war office in relation to musketry and we have done our best in these columns to deal adequately with the whole subject, but these difficulties become intensified to an alarming degree when those who should have all the facts before them prefer to seek guidance from their own petty and ignorant prejudices."

Moncton Transcript:—The Hon. Mr. Cochrane has left for England and the Riviera, passing through Moncton on Saturday en route to Halifax for that purpose. It is not noticed that there were any brass bands or cheering crowds at the railway stations along the route. There was no large and enthusiastic delegation from St. John to bid him a farewell tribute as he passed through Moncton. Mr. Cochrane has evidently abandoned the Intercolonial Railway to Mr. Gutelius, who is an ex-employee of the Canadian Pacific Railway, and may be a future one of the same institution.

The redistribution committee of the House of Commons has finished its work so far as the Province of

Nova Scotia is concerned. The counties of Digby and Yarmouth in the western part of the province and Antigonish and Guysboro are to be united. All of these counties except one, now return Liberal members, so each party will lose a seat by the change. The County of Richmond may be added on to South Cape Breton, but in that case the riding will return two members.

St. Andrews Beacon:—Mr. Walter B. Dickson, M.P.P., for Albert, is the new Speaker of the Legislature. He is a little heavier in point of avoirdupois than his predecessor, but in other requirements he doesn't measure up quite so well.



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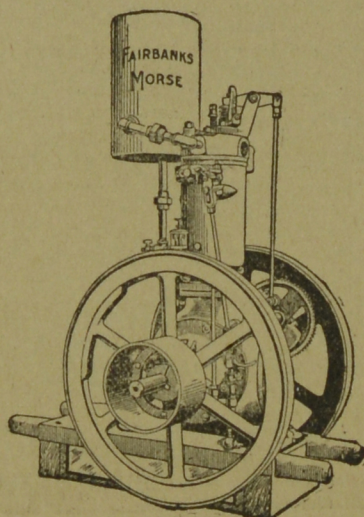
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