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THE NATIONALIST CAUSE

(Continued from page two)

by the cares of office but hates to give them up because life would be empty without responsibility. A politician who cannot get away from his professorships of constitutional law. Always talks of ex cathedra. Stately in his modes of thought and expression in the Green Chamber but nimble enough on the stump when he promises recklessly. Loves himself more than his political leader whom on occasions, he has, like Peter, denied. Monk swallowed himself on the Keewatin school question. His latest ground is that the minority has no vested rights there.

A PORTRAIT OF PELLETIER

Pelletier lean and hungry like Casius. A significant man, perhaps dangerous. Eyes gray-black, hypnotic, baleful. Full face, strangely pale, almost suggestive Carlyle's epithet seagreen as applied to Robespierre. This pallor may be due to ill health or to cigarettes of which he smokes many, rolling them himself, a little economy which may indicate that Pelletier loves money. In the last twenty-five years Pelletier's political course has been as straight ahead as an equilateral triangle inscribed in two intersecting circles. He has made so many twists and turns that he has lost track of himself and now vows that the only true consistency is with the present Pelletier began as a Tory, turned Grit on the Reil question stayed Grit through the unrestricted reciprocity campaign of 1891, was good enough rouge to be admired by Mercier who did not trust him enough to take him into his cabinet shaded off into independent in 1906 became Tory-Nationalist again in 1911. This brings him up to date. Pelletier has been something of a chameleon. If you put on a Scotch plaid he would probably burst himself trying to make good. Pelletier was also Zandrining—but that story will keep. Pelletier speaks fair English, when he speaks it badly one suspects that it is a ruse like Lord Nelson's blind eye, and that there is something he does not want to explain. Pelletier made a speech on the Keewatin school question in which he

swallowed himself and his past and showed himself ready to swallow his present convictions if necessary. Pelletier professed himself willing to hold any wolf by the ears. Particularly did he look that way when Bourassa straight in the eyes. He would not be stampeded by him—not he. Ten portfolios couldn't hold him once he got his teeth set. No need of ten. One's enough. It's surprising how much patriotism and noble indignation you can buy for ten thousand dollars a year. Pelletier's speech taken as a whole is a crazy quilt. It was intended that way—a patch for Manitoba another patch for Ontario, a third for Quebec, other patches for Pelletier's amour propre. The last thing the Postmaster General wants is that that speech should be read together. It is like the curate's egg—parts of it are excellent.

TWO LITTLE THUMB NAILS

Voters and members of Parliament disposed to remain only Nationalist writers and other leaders of thought. Now that Oliver Asselin is travelling in Europe at Canada's expense these simmer down to two—hired writers and leaders do not count—Henri Bourassa and Armand Lavergne, Jove and his messenger. Just two little thumb nails of Bourassa and Lavergne.

Henri Bourassa inherits his grandfather Papineau's gifts but not his point of view. Henri Bourassa is NOT anti-clerical. Bourassa is old enough to have no illusions. He is inclined to let Pelletier down easy. The alliance was to put Laurier out. That done there is no need to play Nationalism as hard as before September 21. Henri Bourassa has a reputation as a King-breaker to keep up. He mustn't risk it by trying to break the new kings too soon.

Armand Lavergne goes on believing He is not as young as he used to be. He has had bad success knocking cabinet ministers heads together. Youth is not always served, Armand begins to realize that men do not always act up to their words—not even one's own leaders. But Armand is not for the cause—faults and all.

C.P.R. Getting in Its Work on the Local Government

Will Lease and Operate the Central Railway on a Basis of Fifty Per Cent of the Net Receipts—The Big Corporation Comes in for a Soft Snap

New Brunswick will not be in the railway business after next fall, if everything turns out as Premier Flemming indicated Wednesday in his remarks upon the bill authorizing the guarantee of bonds to the Gibson-Minto Railway, and the leasing of this line and the Central Railway to the Canadian Pacific.

Sir Thomas Tait is determined that construction work upon the new road shall be completed this fall, and for that reason legislation is being hurried.

The government, the premier said, had assurance from the minister of railways that the subsidy would be revoked and he regarded that as sufficiently satisfactory to pass the necessary legislation.

The estimate of cost of the Gibson-Minto line is \$24,000 per mile, and the government guarantee of \$15,000 with \$6,400 per mile federal subsidy will only leave \$2,400 to be supplied by the company.

There was some criticism from the opposition members, particularly upon that section that provides if oil or electricity came into use generally as a motive power that the same output of coal would not be insisted upon after a certain time.

This Premier Flemming argued, was a remote possibility and expressed much confidence that the shipments of coal would greatly exceed 50,000 tons per annum.

Other points brought out were that the lease for operation by the Canadian Pacific had been drafted and agreed upon; that forty per cent of the gross proceeds from Gibson to Minto would come to the province and fifty per cent of the net proceeds from the operation of the Minto-Norton portion of the road.

Premier Flemming contended that it was an excellent business proposition for the province to get clear of the Central Railway and the annual deficits that accompanied its operation.

C. P. R. DRIVES GOOD BARGAIN

In a short time the bridges would have to be rebuilt and these would cost half a million. It then transpired that one feature of the agreement for leasing with the Canadian Pacific stipulated that the interest upon the amount spent upon betterments would be charged against the net proceeds coming to the province, and it was admitted by the leader of the government that it would probably be many years before a cent was received from the operation of the Central but the lease was for 99 years, and who could tell but in the future the road might become a paying proposition? The annual loss was averaging about \$20,000 and this would be got rid of.

The premier said that the Canadian Pacific was bound by the terms of the lease to operate the road not only from Gibson to Minto but to Norton as well.

He had the assurance of Mr. McNicol of the C. P. R. that Queens county coal was only slightly inferior to that furnished from Springfield, and was splendidly adapted for burning and steaming purposes.

The budget will be brought down next Tuesday and the bill for governing St. John by a commission will also be before the committee that day.

When Mr. Upham, of Carleton, complained today that the chief commissioner had not given him information concerning the Woodstock bridge work Mr. Speaker ruled that the answer must be accepted. In making a motion for information later, Hon. Mr. Robinson gave notice that he would move that an address be presented to his honor for a return to be brought down.

The house met at three o'clock Wednesday afternoon.

Hon. Mr. Murray presented the report of the Standing Rules Committee.

Hon. Mr. McLeod submitted the report of the Boy's Industrial Home.

Hon. Mr. Grimmer introduced a Bill to confer certain privileges on the Maine Central Railroad Company.

Mr. Robinson gave notice of motion for Saturday regarding bridge accounts.

Mr. Hatheway gave notice of his amended motion regarding assistance to technical and agricultural education for Monday next.

Mr. Upham gave notice of enquiry regarding the Hartland bridge.

Mr. Upham rose to a question of privilege and asked why the details regarding the men employed and the rate of pay on the Woodstock bridge had not been stated in the answer to his enquiry yesterday.

Mr. Speaker said that the hon. gentleman would have to accept answers as given to enquiries as final.

Mr. Labilios gave notice of enquiry regarding game warden in Restigouche County.

Hon. Mr. Flemming submitted the annual report on schools.

Hon. Mr. McLeod introduced a bill relating to the City of Fredericton.

Hon. Dr. Landry presented the an-

nual report of the St. Basil Hospital Madawaska County.

Mr. Burchill introduced a bill to amend the Acts respecting the Church of England in New Brunswick.

GRAVINOR ESTATE

The House went into committee with Mr. Pinder in the chair and agreed to the bill respecting the property of the late John Gravinor. It was explained that the late Mr. Gravinor lived in Southampton, York County, and died suddenly without leaving any will or making any provision for the disposal of his property. He also left no heirs, but was survived by an elderly widow who was left without anything except the small property which her husband owned in Southampton and where they lived. By law this property reverted to the Crown as there were no heirs, and the object of the bill was to place the title of the property in the widow.

The bill to amend the act to further aid the development of the coal areas of Sunbury and Queens counties was then taken up.

THE MINTO RAILWAY

Concerning sub-section A of Section 4, Hon. Mr. Flemming explained that the object was to provide that in case the amount received as rental by the province from the operating company was insufficient in any year during the first ten years to meet the interest payable on the bonds the province should apply the amount received in royalties on the coal carried over the railway to pay the deficit in interest during the year. It was provided however that the amount of royalties so applied would be a first charge against any amount subsequently so received by the province as rental in excess of the interest.

Mr. Burchill said that the bill provided that if the C. P. R. should bring into use oil burning locomotives or electrification of its roads it would not be compelled to take the full amount of 50,000 tons per year during the last five years of the ten year period as agreed upon.

He thought that there should be some provision to safeguard the province's interests in this respect.

Hon. Mr. Flemming said that he did not think hon. gentlemen would believe that it was within the range of possibilities the C. P. R. would install oil burning locomotives on its lines in this province within the next ten years. Moreover the C. P. R. was agreeing to lease and operate this road for a period of 99 years and undoubtedly must count upon carrying coal in large quantities over the road. This was one of the provisions of the bill however which it was necessary to have inserted to have the agreement put through. The C. P. R. in looking at a proposition of this kind cast sentiment aside and viewed it purely from a business standpoint. He believed that the provisions of the bill were such as would safeguard the interests of the province and prove highly satisfactory to the people.

Mr. Robinson asked that if there was anything in the bill or the original act to insure the continuous operation of the railway during the term stated.

Hon. Mr. Flemming said that such a provision was included in the lease which had been drafted and agreed upon preparatory to being signed.

Mr. Mr. Tweeddale feared that the coal in the Grand Lake areas might all be used up in the first few years and that after that time there would not be any royalty money to augment the fifty per cent of the earnings to pay the interest on the bonds if the percentage of the earnings should not amount to as much as the interest on the bonds. He thought the province's interests should be better safeguarded than in the provisions of the bill.

Mr. Bentley said that the provisions of the bill were leaving the province open to lose whatever investment it might have in the New Brunswick Coal and Railway, as the amount of earnings to be paid as rental for the line from Minto to Norton was to be 50 per cent of the net earnings instead of 40 per cent of the gross earnings as provided for the new portion of the line. It would be an easy matter to make it appear that the net earnings amounted to practically nothing.

THE CENTRAL RAILWAY.

Hon. Mr. Flemming said that the hon. gentleman would admit that whatever investment the province had in the New Brunswick Coal and Railway was a poor investment. The operation of the N. B. Coal and Railway cost the province \$25,000. It was true that while the Grand Trunk Pacific was building there was considerable business on the so-called Central Railway to Chipman, carrying men, supplies, etc., for the constructors. But that was only a tem-

porary source of revenue and now the situation which the House is faced with is that there must be an annual loss to the province on the operation of that railway. Moreover, the bridges were in such a state of condition that upwards of half a million dollars would have to be spent soon in their restoration. Such an expenditure would add to the interest charges every year but would not increase the earnings of the road.

Hon. Mr. Flemming, in reply to Mr. Burchill, said that the lessees would have to keep the road up. The interest on the betterment expenditures would be a charge against the earnings. It was not likely that the province would make any money for the next few years on its share of the rental of the old section of the road but in providing for the operation of the railway for a period of 99 years the immediate future could not be the sole consideration. Provision was being made along lines which it was felt would be in the best interests of the province for years to come.

Mr. Burchill—"And in the meantime you will be saving the province the annual loss on operating expenses."

Mr. Burchill asked if there was a provision for a deposit to cover the amount of interest on the bonds while the road was under construction.

Hon. Mr. Flemming said it was intended to arrange for that.

Hon. Mr. Flemming moved an amendment to the bill to prevent any such situation arising as recently occurred in the Province of Alberta. The amendment authorizes the government to endorse the bonds en bloc but in the event of any hitch arising during the progress of the work the bonds are always under the control of the receiver general of the province and any bank or trust company is required by the act to deliver to him on his demand the bonds under their control.

Mr. Bentley said that the bill, in providing for the leasing of the line from Minto to Norton for 99 years and its operation simply specified that the operation should be in a satisfactory manner. He thought there should be some guarantee as to the service on the road.

NO SAFEGUARDS.

Mr. Tweeddale said that the province was given as much for the thirty miles of new road as for the original road and while the Central had been talked of as a sink hole of corruption and a money losing proposition for the province, he did not believe that this bill was surrounded with the necessary safeguards for the province's interests. Hon. gentlemen opposite often talked about the terrible loss the Central Railway was to the province but they would only be adding to it unless they made some provision which would better safeguard the interests of the province in respect to the operation of the line.

Hon. Mr. Flemming said that if his hon. friend had studied the proposition he would know more about it. It was not within the range of possibilities that the C.P.R. would enter into a proposition to lease and oper-

(Continued on page five)

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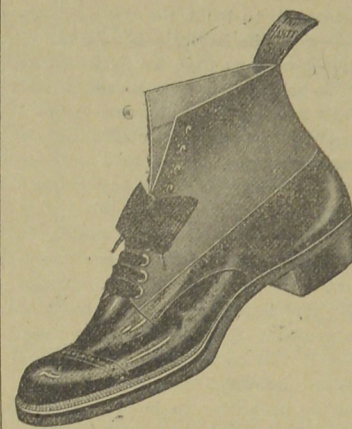
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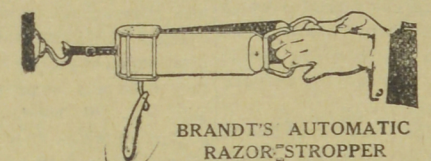
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