

# GILLIES LIMIT SALES CRITICIZED

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Reading Room  
PARLIAMENT BUILDING

Mr. Clarke's Sharp At-  
on Government.

BUDGET DEBATE GOES ON.

## Taxation of Railways and Automobiles Suggested.

Opposition Member Gives Government  
a Few Pointers—No Danger to Im-  
perial Unity From Reciprocity—  
Mr. Johnson's Speech.

The remarkable manner in which mineral areas on the Gillies Limit with their wonderful prospective wealth passed from the Province into the hands of private individuals at insignificant amounts was aired on the floor of the House yesterday afternoon by Mr. Sam Clarke of Northumberland in the debate upon the Budget. For over an hour Mr. Clarke directed criticism at the administration of Sir James Whitney in his characteristic caustic manner. He read to the House the Prime Minister's statement to the Legislature in 1909, wherein he declared that the Gillies' Limit would be kept and developed for the benefit of the people of the Province, and ironically contrasted this pronouncement with the record of what occurred so soon after—the calling for tenders in a small number of papers and but six weeks later the sale of the much-heralded property at figures, in one instance, \$320,000 less than was realized by the private purchasers four months later.

Mr. Clarke called the Government to task for its ungenerous treatment of the farming industry, and took a thrust at the "Czar" of the Department of Education—at which the Hon. Dr. Pyne looked quite pleased. The member for Northumberland showed that the sources from which the present Administration was receiving its revenue increase had been provided by their predecessors, and drew an amusing portrait of the Hon. A. J. Matheson in his Opposition days, pleading sadly for the poor widows and orphans called upon to pay their wee pittance in succession duties.

"You ought to read your own back speeches," he flung across the House, and the Provincial Treasurer looked uncomfortable as a laugh went around.

### How to Increase Revenue.

Mr. Clarke outlined a number of ways by which the revenue of the Province could be increased, advocating a higher succession duty upon the

very large estates, heavier taxes on corporations, including the railways and one on all the automobiles in the Province. In closing he stoutly defended the reciprocity agreement and ridiculed the fear expressed by the Provincial Treasurer that reciprocity would result in a straining of the bond between Canada and the Empire.

Mr. Clarke was followed by Mr. J. W. Johnson of West Hastings, and Mr. J. McEwing of West Wellington took up the cudgels again for the Opposition.

### The Gillies Limit Sales.

In taking up the discussion of the sale of the Gillies Limit areas, the member for Northumberland showed that in the session of 1909 there was nothing to show the Legislature that the property was to be sold. They were told that in the limit there was wealth enough to pay the bonded debt of the Province ten times over.

"The House was adjourned," declared Mr. Clarke, "and not a month after the Government was taking steps to sell the property."

Reading from the evidence of Mr. A. J. Young of North Bay before the Public Accounts Committee last session, Mr. Clarke showed that one parcel of twenty acres, for which the Government received \$10,500 was sold less than four months later for \$330,000, and only \$3,500 was spent in prospecting and developing it. He criticized the Government also for not having advertised the sales more extensively, particularly in the United States. "Only a few pettifogging advertisements were sent out over the Province," declared Mr. Clarke.

"Talk about sagacity in acting in the interests of the people," he continued, "God help the people of this Province if that is sagacity!"

Referring to sales of timber, Mr. Clarke, declared that there had been a number of private sales and intimated that these would be investigated in committee.

### Liberals Provided Revenues.

After showing that the Liberal Government had been responsible for the supplementary revenue act, the succession duties act, and other sources of revenue from which the Provincial Treasurer was securing such large increases—acts which had been vigorously opposed by the Opposition, Mr. Clarke recommended increases in these taxes. The railways, he declared had for years been securing concessions from the Province and the time had come for them to extend a little help in return. The automobiles, which "owned the roads," also needed some attention.

The member for Northumberland "went for" the three-fifths clause as "unfair, un-British and unjust."

### Reciprocity Defended.

In his closing remarks, Mr. Clarke vigorously defended the reciprocity agreement. He poked fun at the Provincial Treasurer's explanation for his stand upon the matter—the injury reciprocity would do to the Temiskaming & Northern Ontario road. This was the external side of it. The internal side might be quite different. Hon. Mr. Matheson's choice of authorities for his pessimistic view of the situation—Mr. William White of the C. P. R., and Sir William Mackenzie, provided Mr. Clarke with material for ironical remarks.

"You can take Mr. Wm. White or Sir William Mackenzie and a hundred others in the same basket—this country is not going to be stopped in its purpose by them, or your little pettifogging railway," declared Mr. Clarke. He declared that the revenue from the increased wealth of the Province would in ten years be double the revenue of the railway. Reciprocity would be a boon to the people of the Dominion at large.

"England will be proud to hear that her daughter, Canada, after she has been all to herself for a century, has proved capable and thoroughly able to deal with the people of the world, to deal successfully, honorably and to the credit of herself and the Empire."

### "Barnacle" an Obsolete Word.

Mr. J. W. Johnson (West Hastings) defended the sale of the Gillies Limit as having been carried out