

HON. C. H. LABILLOIS

Delivers an able address in support of the international railway.

Mr. LaBillois supports International Railway Legislation with following address delivered in House of Assembly:
Hon. Mr. LaBillois:

The Premier I think has taken a wise course in having the International railway discussed at the present stage of the session. The more it is debated the more knowledge it gained, the more popular it must become. The members from the Southern parts of the province have not as good an idea as those of us from the north as to the conditions rendering advisable the construction of the road, nor can they appreciate as fully as we the great value this railroad must be to the province. To consider properly the outlook for the International one must be fully aware of the great lumber industry that there must be along the line of the road in the future. Besides that one must take into account various other things. We must remember the traffic springing up because of the fisheries, the game, and the trade which will come from the Gaspe peninsula when the Atlantic and the Lake Superior road is completed and the bridge built over the Restigouche River. The leader of the opposition has said that the road is being built solely to serve contractor Malcolm's purposes. Long before Mr. Malcolm had any connection with the road the late Mr. Robt. Moffat, a man of the same political faith as the opposition leader realized the importance of opening up the territory which the International will serve. After the death of Mr. Moffat, Campbellton business men, among them the late Mr. Kilgour Shives, took hold of the proposition. I myself as a director of the Company. At first the enterprise was not successful, then Mr. Malcolm became connected with it. In justice to Mr. Malcolm I make this statement that the road was conceived long before that gentleman was connected with the railway in this province. Now the building of the road is important from many points of

view, not only from the view point of the north of the Province alone. The development of the lumber trade of the northern part of the province is impossible without the International Railway.

With the building of the road there will come many mills along the line and there will be large shipments by way of Campbellton and Dalhousie. Campbellton harbor is being splendidly equipped to accommodate large traffic. Dalhousie harbor, too, one of the best in Canada, is being prepared to handle growing traffic. The Dominion Government is showing great interest in Restigouche and Gloucester, an interest which must mean much for the development of that part of the province and of the harbors to which I have referred. These harbors it must be remembered are safe at all navigable seasons. One can not say of course how much lumber from New England will be shipped over the International. Certainly however, Campbellton has great advantage over Maine ports for the shipment of lumber to Great Britain. It is impossible to tell in these days of trade development what tomorrow will show. New England manufacturers may in time wish to ship their goods to Great Britain by way of the International and Campbellton. It is well that this port should be prepared to meet the demands of the future.

I want to say a few words as to the effect of this road upon colonization. One opposition speaker has said that men will go upon the lots along the road as squatters not as bona fide settlers. My experience with the men of Restigouche and Gloucester and the men from Eastern Quebec, is that they are not used to act in this way. We have in Restigouche some of the finest settlements in the province. The people are prosperous, the population of the country has increased and is increasing. Already let me say people are settling along the line of this railroad. At Upsalquitch, I may say in passing, Mr. Malcolm has put up a fine railway station. This is one of the ways in which he shows his faith in the future of the road. I hold here petitions asking that steps be taken to open up a highway some fifty miles from Campbellton to reach the line of the International. This shows the desire of the people to be able to reach the road. It shows their faith in the future of this line. The leader of the opposition has said that we could depend on the lumber traffic only to make the road a paying one. This road passes through a splendid fishing and hunting region as well as one excellent for settlement. Apart from the lumber there will be a traffic in farm produce, supplies, etc., to give even a far greater trade than has been reported. We should consider the road not only from a provincial standpoint. We should be proud if the New Brunswick road is of assistance to another part of the Dominion. The International must be of great advantage to the people of the Gaspe coast. A few years ago before the Bay Chaleur railway was completed there was a movement in Campbellton to have that railway terminate at that town. This movement however, was not successful and the result was that the Bay Chaleur road was built to Matapedia. Mr. Malcolm has a charter to build over the Restigouche River at Campbellton thus connecting with the A. and L. S. Thus the International will indirectly reach a country of almost limitless possibilities. The traffic of Northern New Brunswick with Gaspe in the past few years has been very large. 40 per cent. of the business of Dalhousie and Campbellton is estimated to come from the Quebec side. Gaspe Peninsula has a population of 55,000. Only recently, however, since the enterprising efforts of Mr. Maril and Hon. Mr. Lemieux have been put forth, has the future of the counties of Gaspe and Bonaventure been realized. In 1881 the population of the two counties was 43,708. Twenty years later it had increased by 11,000, a growth greater than that of New Brunswick in the same 20 years. Notwithstanding the attractions elsewhere these counties have more than held their own. Perhaps the most rapid development has come since the last census. The International must profit by this and future growth. Lumber and fish from the Peninsula with other traf-

fic from the same source must pass over the road. Recently four hundred square miles of Bonaventure timber limits formerly closed up have been sold to a company and development which will effect the International is bound to follow. The districts along the Gaspe coast are prosperous. The fish business is immense. In the past the great market for fish has been in the Mediterranean and Brazil. Now there is a change and smelt, salmon and other fish go to the United States. A few years ago fortunes were made through the shipment of herring to Boston. To give an idea of the exports of this country, let me say that in the last fiscal year the value of the exports through Gaspe, Perce and Paspébiac was over \$600,000. The leader of the opposition spoke of a new line of railway in Gaspe. It is true a company has been formed to build a road there, but the line is to run through the centre of the peninsula and to find a safe port in Gaspe Basin for a steamer line across the ocean. It will not effect the local traffic and so will not interfere with the International. At the present time Gaspe has no other means of sending its products to New England than by the A. & L. S., thence by the I. C. R. to Lewis and Quebec Central. The distance by this route you will see is considerable. In Gaspe and Bonaventure there are up-to-date farmers whose products will be shipped by the International. The fishermen I may say are at the lower end or Bonaventure. The egg industry especially is one of large profits in Bonaventure, the people finding a great market in the United States, but they are handicapped by their distance from that market. The International must materially help to build up Campbellton. It will become an important centre. It will be the central market for Restigouche and a large part of Gloucester, Gaspe and Bonaventure. It is so situated as to become a very prosperous town. As I have said the International means the development of a great stretch of country. My colleague has spoken of works in the south of the province. During my twenty four years in the House I have never been an opponent of a railway enterprise aimed to benefit to the southern part of the province. Restigouche, however, pays \$100,000 of the Provincial revenue and it is fair that the country should be opened up and to accomplish this the

International is necessary. I would like Hon. gentlemen to take a trip over the road. They will be surprised at the work Mr. Malcolm has done. Let them look at a map and see the district the road will serve, then they will agree that this is legislation in the right direction. What would the territory between Enderborton and Chatham be without the Canada Eastern so called? What future would that territory have before it? What future would the territory through which the International passes have without that road? The International, I believe, will be one of

NOTICE OF SALE

There will be sold at public auction on Wednesday the Fifteenth day of May next, in front of the Post Office in the Town of Campbellton in the County of Restigouche, under and by virtue of License issued out of the Restigouche Probate Court all that certain lot of land belonging to the Estate of John Chambers, late of the Parish of Eldon in the County of Restigouche aforesaid. Farmer deceased, that is to say:—All that certain lot of land and premises situate, lying and being in the Parish of Eldon aforesaid, and bounded and described as follows:—Beginning at a point distant one chain measured on a curve by the Magnet of the year 1839 South eighty-six degrees and thirty minutes East from a Fir tree standing on the Eastern bank or shore of Upsalquitch River, the Fir tree being distant five chains and twenty five links on a course North fifty eight degrees East from a Birch tree standing on the Western bank or shore of Upsalquitch River aforesaid, and at a point where the Eastern prolongation of the Southern line of Lot number Eighteen surveyed for Alexander Cleveland intersects the said Bank or shore; thence from the first aforesaid point and running South eighty-six degrees and thirty minutes East seventy-three chains to a spruce tree, thence North three degrees and thirty minutes East thirty chains to a Birch tree, thence North three degrees and thirty minutes East thirty minutes West fifty seven chains and eight links or to a point distant one chain Easterly from a stake standing on the Eastern bank or shore of Upsalquitch River aforesaid and thence following parallel to the said bank or shore maintaining a distance of one chain therefrom in a South Westerly direction to the place of beginning containing one hundred acres more or less, and distinguish as Lot Number twenty-one East of Upsalquitch River together with all buildings and improvements thereon, privileges and appurtenances thereto belonging. Dated this Fourth day of April, A. D. 1907.

William Murray, Administrator of the Estate of John Chambers, deceased.

the greatest roads in Canada. The Restigouche people are with us. They said so last January. They are in earnest in a desire that the road should be built. I am proud for one to take an interest in this enterprise and I feel hopeful that when the road is completed in 18 months it will be realized by every one that it is a work of which the Province should be proud.

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WARNING

It has been reported that a certain party was about to buy the property of the Borden Clothes Reel Co. I here give notice that this property, to the best of my knowledge and belief, has not been transferred from its original stockholders, and that it does not belong to one J. E. Miller who purports to be the owner of the whole business. In August of 1905 there was a cunningly framed document read to me by one D. R. McRae, treasurer of the said Co., to which had I affixed my signature would have given J. E. Miller ownership of the whole business. But although I was a member of that Co. I had brains enough to protest against him, taking all without the payment of one dollar for my half of the business. Any person or persons being led into a trap, and investing money in this property will find that they have only bought one half of the said property and that they must prepare themselves for the courts as this business shall have to be settled in a decent manner.

Wm W Borden
Campbellton, April 2nd, 1907
27-4pd

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