

MAY ABANDON MONCTON ROUTE

So Says Hon. Mr. Scott.

Government Leader in the Senate Announces That Quebec-Moncton Section is Too Expensive It Will Not Be Built—Sir Mackenzie Bowell Wants to Get Rid of the Intercolonial—Senator Cox Replies to Mr. Blair.

Ottawa, Oct. 16.—(Special)—Hon. R. W. Scott, who had spoken for over an hour yesterday, resumed his speech on the national transcontinental railway. He spoke of the richness of the Peace River country and dealt upon some of the features of the contract. He criticized Mr. Borden's alternative policy. It was a compliment to Alexander Mackenzie to see the leader of the opposition endorsing the route proposed by the late Liberal leader. Canada today occupies a very prominent place in the eyes of the world.

Mr. Chamberlain was advocating his preferential tariff. He proposed to build a tunnel on the route which would be carried out, it might not be, but the empire would be solidified.

Mr. Miller—Are you in favor of it?

Hon. Mr. Scott said he was not discussing that just now but it was a policy they ought not to cast aside (hear, hear). This preference would be of great advantage and its proposal was attracting attention to Canada. The visit of the chamber of commerce had attracted great attention to Canada so that the present time was most favorable for the propositions to move forward.

Taking up the returns of the chamber of commerce, he compared the statistics for 1871 with those of today, showing Canada's immense growth equalled by no other country in the last thirty years. The building of the road would not increase the burden of the country, but would add to her wealth.

Taking up Sir Sandford Fleming's address at Quebec, he pointed out that he was one of the best qualified authorities on the subject and told the board of directors of Quebec he was a firm believer in the wisdom of the line from Quebec west, Mr. Scott said, it was a very high testimony from a gentleman of his experience and knowledge. In conclusion he moved the second reading of the bill.

Mackenzie Bowell's View.

Sir M. Bowell expressed the opinion of every member of the house when he congratulated Mr. Scott on being successful in recovering to complete his speech on the introduction of this measure. He contrasted Mr. Scott's speech with that of the premier in the other place. The government had undertaken to build the line from the United States, certain military reasons were all given by the premier for the points to which he intended to devote his remarks, leaving the details to others.

Looking at the matter from the standpoint of the public on the necessity of the road, the question of necessity was the first to be considered. During the last two years there had been a great filling in of the north-west, but this was due to fourteen years of hard work in immigration and the building of railways. Within fifty miles of the railway 25,000,000 acres of land were available, whilst in the territories 50,000,000 acres were opened up, but were they worth the cost of the road?

By building about sixty miles of railway from Winnipeg, communication could be secured with Duluth. The distance from Winnipeg to Portland was 400 miles, but a few miles farther than from Winnipeg to St. John, and will be the most feasible water route.

Beyond a week and indefinite clause there was nothing in the contract to bind the company to the Canadian route. A certain period for the construction of the line from Winnipeg west was set out, but none for the construction of that from Winnipeg to Moncton, and this would be delayed for just as long as the G. T. P. line. Certainly this would be a good thing, but it would mean that Canada had spent money to construct lines to build up foreign ports.

To modify the taxpayers in central Canada, the scheme had been launched as a transcontinental railway to build up Canadian ports. It would do nothing of the sort, and was therefore launched in error.

Turning to the bonding privileges clause made by the premier, Sir Mackenzie said no business man would accept his statement, but any man reading Sir Wilfrid's speech would agree with him when he said he was not a business man.

Sir Mackenzie pointed out that the Intercolonial already carried an all-rail route for Canada's imports, without the bonding privileges, and this road would be a duplicate route.

Sir Mackenzie's speech had not offered very serious opposition to the bill. He was too good a statesman.

Against Government Ownership. Mr. Frost made a vigorous denunciation of government ownership and loudly pressed the economy of the contract providing for a line without one cent of subsidy or one acre of land. In vivid language he displayed his faith in the waterways of the country, pointing a

glowing picture of the traffic of the Great Lakes. United States railways had built up their waterways to the west of Canada. In 1867, the United States were only five and a half millions of people. Canada had room for 100,000,000 and it ought to be built during this century. Today, Canada, was better known than ever and must live up to her opportunities. The I. C. R., like the waterways, must be built during this century.

As regards the petitions, it was evident that they only had one aim to try and make an impression on the government, feeling against the line in the country. Anyone could get petitions and get a good day's wage too. Even allowing that all the signatures were genuine, they did not represent two per cent of the electorate. Their effect was ephemeral, gone as soon as produced. He was surprised that some gentlemen had been laid out associating to them.

Hon. Mr. Wood. Hon. Mr. Wood, agreed with many of the remarks made by Mr. Frost, but felt that the government had not approved the contract. He thought Mr. Frost had marred his speech by his allusion to the petitions he had presented. They were those of men of high standing who did not loosely attach their names to anything. He displayed all knowledge of the origin of the petitions but thought them justified as the bill had been introduced without discussion in the country after the commencement of this session.

Reviewing Mr. Frost's speech he endorsed all he had said of the propriety of the contract, but he was not in favor of the national policy and the fact that the present government had repudiated their doctrine whilst in opposition and taking office had adopted those of their predecessors.

Dividing his criticism of the contract into sections, he thought no one would object to the G. T. P. going into the west and he thought they should have done so before. He thought by the construction of railways in the same section by the Canadian government and the G. T. P., at the same time the division of traffic would diminish the profits of both.

He believed that the only traffic in which St. John and Halifax could ever participate, was winter traffic. Taking the proposal to purchase the C. A. R., quoting Sir Wm. Van Horne as saying goods from Depot Harbor to St. John and Halifax, he said the C. A. R. would cost \$1,000,000, but it would be worth \$800,000, so it would be bought and when run down to St. John, it would have no share to put in.

He thought the only scheme worth a cent to the people was the one proposed in the bill. If it were possible to carry cattle by C. P. R. to St. John with 183 miles against them as compared with 1,000 miles by the proposed line, he would be in favor of it.

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ure arose from the fact that it crossed his province. Six months ago St. John's claims were ignored in this contract. It did not rest with any Conservative to argue that under the contract with the P. R. road the line was to terminate at Scaisbury, near the point where this railway joined the I. C. R.

St. John had benefited by that line. It had benefited by the short line through Maine. The proposed line must cross New Brunswick seven provinces in York, Carleton, Victoria and Miramichi. There was no good land as any in Canada and within easy reach of the seaboard.

Mr. Hays was a thorough railway man. He had undertaken to pay \$1,500,000 to \$2,000,000 rental for this road and spend \$20,000,000 in putting on rolling stock. Mr. Hays was not the man to be looking for schemes for that line. He would want to tap Lake Superior and the great city belt to the north. He would be looking for the interests of his shareholders and his company and was not going to take over 1,800 miles of line with no traffic and no revenue. In five years after he had made a year and a half of interest.

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SUNDAY SCHOOL WORKERS MEET.

Provincial Institute Had Its First Meeting at Chatham Tuesday.

104 DELEGATES PRESENT.

President J. D. Chipman, in His Address, Referred to the Resignation of E. R. Machum, Secretary, and the Loss of Other Zealous Members.

Chatham, N. B., Oct. 12.—(Special)—The Provincial Sunday School Institute opened here at 9:30 this morning, under Mrs. D. A. Morrison, of St. John, provincial president of primary department, and Mrs. Deane, New Jersey, the international primary department. The opening exercises were conducted by the field secretary, Rev. Mr. Lucas. The attendance at both morning and afternoon sessions were beyond all expectations, considering it was the first institute appended to an annual convention.

Mrs. Pettit is an exceedingly practical instructor, all which she teaches having been tested in her own Sunday school experience. She began at the foundation of the principles discussed in the morning, showing the primary literature was abundantly distributed.

The first session of the convention was held in St. John's church this evening, J. D. Chipman, of St. Stephen, president of the association, presiding. After devotionals, the association was organized by Rev. J. M. McLean, pastor of the church, the delegates were formally welcomed to the town by His Worship Mayor Murdoch, and Rev. James Stoddard, of St. John's church. President Chipman replying on behalf of the association.

Mrs. Almona Pettit gave an interesting address, her topic being "Togetherness." She spoke of the benefits of Sunday school association, which was one of the grandest movements of our times, when people worked together instead of individually or disconnectedly. The wisest and the best men and women of a few years hence are now in the grades. Towns and cities should be divided into districts, houses visited and the babies' names placed on the wall, which is one of the greatest things being done in the world. It is not only when the babies are three years old they should be taken to Sunday school, where the foundation of character can be laid, and when old enough can be put in the primary department. We were put here to do a certain work for our Master, which we may not accomplish by working together.

The annual address of the president was read, in which reference was made to the loss of the association last year by the death of James Watt, and how Miss Robb, who had been appointed a missionary to Corea, would be missed. Mr. Machum, the secretary for the past three years, had also had to resign on account of other duties.

Committees were next appointed. The church was crowded. One hundred and four delegates, besides the local teachers, registered. The music was excellent, conducted by Mrs. A. B. B. and sung by St. John, and Miss C. Bertie Edgar.

Chatham, N. B., Oct. 14.—(Special)—The second session of the Provincial Sunday School Institute opened at 9 o'clock this morning.

After a "half hour with God's Word," conducted by W. C. Pearce, the minutes were read by the secretary, Miss Jeanne B. Robb, and adopted.

County reports were next received, then that of the executive committee presented by T. S. Simms, chairman.

Next in order were the departmental reports. That on temperance prepared by Mrs. T. H. Burck and read by Mrs. Reid, on Home, presented by Miss Janet Hawker; on International Bible Readers Association, prepared by Alexander Murray and read by Miss Robb; on Primary Work, presented by Mrs. D. A. Morrison. These reports were most encouraging in every respect.

A very interesting feature of the morning's work was the round table talks, the one on the Primary Work being conducted by Mrs. A. B. B. and that on Home Department by W. C. Pearce. The answers were practical and the talks most profitable to all who were present.

After the reading and adoption of the minutes at the afternoon session W. C. Pearce delivered an excellent and helpful address on the Teacher's Work.

The books of Samuel, the Bible, author and analysis, was taken upon an interesting way by Rev. A. H. Foster.

Rev. C. Burnett delivered an eloquent address on the Mission of the Sunday School to the Church, after which was the children's hour when over fifty children, led by Miss Robb, sang in their own voices a beautiful hymn. Mrs. Morrison taught a missionary lesson by Mrs. Pettit, after which they were addressed by Miss Robb.

The devotional exercises at the evening session were led by Rev. Mr. Goldsmith, of Hamilton.

Rev. A. Lucas presented his 12th annual report which was an outline of his faithful services. During the year he had attended 319 services, led about 34 places which necessitated travelling of about 10,400 miles besides editing the Sunday School Advocate, and assisting the treasurer, Mr