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W. S. Loggie Speaks on Newcastle--Tracadie Railway

Mr. LOGGIE I take this opportunity and I do it with some pleasure, on referring to the first speech that I made in Parliament. The theme of that speech was the construction of a branch line railway starting at Newcastle, N. B., and ending at Tracadie in the county of my hon. friend from Gloucester (Mr. Turgeon). Let me first of all point out that Newcastle is a point on the main line of the Intercolonial forty miles south from Bathurst. At the present time there is what is known as the Carquet and Gulf Shore Railway, starting at Bathurst and running, about sixty miles down to Tracadie, following the course of the Baie de Chaleur and then going through the peninsula and ending at Tracadie. The line that is asked for proposes, to start at Tracadie and end at Newcastle. Thus you will have a half moon, as it were, of railway commencing at Bathurst running east around the coast back on the other coast, and then ending at Newcastle, N. B. I take this opportunity of reminding the minister that he has a petition in his office from the residents of these thriving villages that are located between Newcastle and Tracadie. From time to time it has been my

privilege as well as my duty to draw the attention of the department to this very important project of railway construction. During the last two or three years I have not urged it, as we were not investing any money in building branch lines of railways, in the East at any rate. It seems to me, however, that the time is now very opportune to impress upon the minister the importance of the construction of these few miles of railway. Hon. gentlemen will remember that in the Estimates some two years ago \$200,000 was provided for the taking over of the branch line of railway that runs between Bathurst and Tracadie. The rumour now is that the owners of the railway—who at that time refused to accept an offer for it—are now willing and ready to sell, and I hope for good news in that regard from the minister in the near future. I desire to point out to him that the piece of road which he proposes to take over will not be complete until he extends it to Newcastle.

Mr. J. D. REID: I thought it was complete when I took it over.

Mr. LOGGIE: I have this duty devolving upon me representing a fishing constituency—

Mr. DUFF: Hear, hear.

Mr. LOGGIE:—and also representing an agricultural constituency as well as one that is very largely interested in the lumbering business. If one starts at Newcastle the first lumber mill encountered will be the Buckley mill. Going down three miles you come to the Miramichi Lumber Company's mill—a large band mill cutting a great quantity of lumber. Going about a mile farther you come to the Frasers Pulp Mill. Limited, and then farther down the coast you touch at Tabusintac and Burnt Church where there are lumber mills. In the winter season the bay abounds with fish. We are acting wisely in providing branch lines in the Prairie Provinces, so that the farmers can haul their wheat to the railway. But let me tell you that in the district on the Miramichi in New Brunswick which would be served by the railway whose construction I am advocating, in the winter season, for a distance of approximately forty miles, you may see teams on top of teams, as it were, hauling smelts from the lower bay to Loggieville, the nearest railway point. I urge this matter now because I imagine the Government will be operating the Carquet railway in the very near future. The owners having accepted the offer, I hope that the necessary appropriation will be made in the Supplementary Estimates. I want to impress upon the minister the importance of connecting up the end of that road with Newcastle. We will then have a sort of half-moon line, starting at Bathurst on the Intercolonial railway, running round the shore and across the peninsula to Tracadie, thence on to Newcastle, forty miles from the starting point. The minister has this petition in his office; it has been there for some time; I have from time to time directed his attention to the matter and urged its favourable consideration. I can only leave it in his hands; I am sure he will not forget it when the proper time comes.

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In Forty Years

According to recent press despatches a statement was made on the part of the Toronto Methodist Conference that it was a plain matter of mathematical calculation that in forty years at the present rate of drain there would not be a minister left in Canadian Methodism to preach the gospel. So rapidly were the ranks of the ministry being depleted.

Certainly if judged from this standpoint (into the accuracy or inaccuracy of the proposition we do not enter) such a prospect is very dreary. So gloomy, that a peculiar type of mind never prepossessed with sentiments of admiration for Methodism, might well indulge the expectation that it would eventually perish by internal decay. Unquestionably the serious falling off in numbers of candidates for the ministry both in our own and other communities, is a matter of grave concern and many searchings of heart.

But are we justified in sitting down to contemplate our approaching doom, and face with becoming acquiescence our ignoble end? Is Ichabod even yet written over the goody fabric of Canadian Methodism?

Are the formulae of applied mathematics or the abstruse calculations of the actuarial art competent to determine how far and in what manner the divine call to the work of the Christian ministry may extend to the present and coming generations?

We still have hope. It is a reasonable conclusion that a problem of this character is not to be solved by recourse to the principles and axioms of exact science. As Methodists we believe in the call of God to the work and office of the ministry, and herein stand on common ground with evangelical Christendom—The Wesleyans.

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