SPEECH OF G. W. FOWLER,

M. P. for Kings Co., on Grand Trunk Pacific Debate in the House, August 3rd.

Failed to See in the Agreement Any Provision for Connection with the City of St. John Except perthe Intercolonial Railway from Moncton.

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## (From Hansard.)

those Scotchmen who was bound to Mr. Fowler-In looking over this have his own way, he had a following agreement I fail to see any provision from northern New Brunswick, and made for a connection with the city of the road was diverted away from the st. John, except the connection by way proper route. Those who will assert of the Intercolonial by Moncton. I that the road from Moncton to Halifax understood when the matter was dis- is the shortest possible route are cussed before, that there was to be a speaking of something they know connection in another way, by Chip-man. I would like to ask from the Mr. Fowler-The I connection in another way, by Chip-man. I would like to ask from the promoter of the bill what is the inten-tion, why that was left out, or whether

it was an oversight. Mr. McCarthy-I have no informa

Mr. Fowler-It seems to me that i rather an important matter. The city of St. John is one of the most important of our Atlantic seaports, and if this railway is to be any good at all it should give the shortest possible con-nection with the sea, and that certainly cannot be made by going away round by Moncton. I understood both the member for Annapolis (Mr. Wade) and the minister of justice to say that the shortest way to get to St. John

from Moncton was not by way of the Intercolonial, but by way of Chipman. I would not think so much of that, coming from the minister of justice, because living so far away from New unswick, he would not be well posted in the geography of that province But the member for Annapolis surely would be expected to know something about it, and according to him it is easier to go to St. John by way of Chipman than by way of Moncton, direct by the Intercolonial

Mr. Wade-What I said was that there was a shorter way over this line of St. John. of railway to St. John than by way of Moncton to St. John. I mean that you go off the main line at a point near

man and go to the nearest point on the Intercolonial on its way to St. Mr. Fowler-Do I understand the John, which is a point about 33 miles to the east of St. John. Norton is the promoter does not propose to make this amendment in respect to St. John? name of the place.

Mr. Fowler-There is no such pro-

Mr. McCarthy-I did not say that I wision in this agreement. Mr. Wade-Is there any provisio that it shall go to Halifax? could ask for any amendment other than I have asked for now unless it Mr. Fowler-I think I was right in was prepared by the solicitor for the understanding that the intention was not to take any shorter course from the main line of this road to St. John than way company wants, and the amend-ment which the company wants is the short of the same de-

ment which the company wants is the by going to Moncton and from . there amendment which is now before the own by the Intercolonial. Mr. Wade-You would save 50 miles. committee. Mr. Fowler-It is possible to save 50

Mr. Fowler-But the amendment which is before the committee does not speak of St. John at all. The minister of justice-Assuming Mr. McCarthy-No.

that we have power to build from Mr. Fowler-What amendment did Levis to Edmundston, then starting you propose to offer? You say that it, from Edmundston, would it not be alam asking too much because I want most a direct line to go by Chipman, which would be a common point to Moncton and St. John?

Mr. Fowler-No, you could make it the shortest?

or to any other member to determine Moncton, I think, is no more than 70 what we shall have or what we shall not have in the bill; the committee must take upon itself to decide that. An hon. member-Order. The situation is this: It is the inter Mr. Kaulbach-If I am not keeping tion of the government to construct the line from Winnipeg to Moncton within the rules, Mr. Chairman, I am willing to take my seat, but I think I am not digressing more than some hon, gentlemen who have spoken be-

and in connection with that line it was thought desirable to give to the com-pany the right to construct branch lines for the purpose of reaching com-mercial centres. The first of these centres after leaving Winning is Post fore me. Mr. Deputy Speaker-I did not call mercial centres. The first of these centres after leaving Winnipeg is Port Arthur and Fort William and North Bay, then Montreal. When we leave Quebec, after crossing the river, the line goes to Edmundston and from Edmundston to Moncton, and between these two points there will be a branch to the city of St. John just 'as there is a branch to other cities on the west-ern section. I understand that has been in the mind of the minister of finance for some time. It has been considered and discussed, and I cannot see any reason why, if the committee the hon. member (Mr. Kaulbach) to Mr. Kaulbach-I thought the voice was yours, sir. I think that my hon. friend from Westmorland (Mr. Emmerson) is quite wong when he asks that the road should go through Chipman, because it would make the road from Chipman to Moncton considerably longer than if it ran direct from Ed-mundston to Newcastle and thence by the Intercolonial to Moncton. Mr. Fowler-I do not understand why hon. gentleman (Mr. Emmerson), see any reason why, if the committee wishes it, we should not authorize that if he is sincere, if his solicitude for the best interest of the city of St. John is company to build that line to St. John. as great as it appears, should object to this branch road going from Ed-

Mr. Fowler-I am very glad to have mundston to St. John. Take your main line from Moncton by the most the support of the minister of justice for my contention. direct route, but let the branch line from Edmundston go down the valley of St. John along the old line of the Intercolonial, the line approved by Sir Mr. Lennox-This is a very serious

Leonard Tilley, but in which he was overruled by Mr. Mitchell, according to traditions of those days. Let your branch line run from there, and you need not deflect your main line from Chipman at all, but go by more direct

was a proposition of the Grand Trunk Railway Company to build a national would not affect the route from Monc-ton to Halifax. That influence would transcontinental railway. It is now proposed that we should give our sancalong the north shore instead of down, the valley of St. John, where Sir Leonon to the building of a number of branches, and that is altogether outside of the line of the project which ard Tilley wished it to go. But, as far was reported to this house by the rail-way committee and which I submit is as the route from Moncton to Halifax is concerned, if you take the map and draw the straightest line that you can give a shorter route to St. John than the only subject which this house has now a right to consider. We are not in a position tonight, and we will not from Moncton to Halifax, you cannot be in a position to decide on any such effect a saving of fifty miles or anything like that, and of course, there scheme as is now proposed until this are engineering difficulties which bill goes back to the railway commit-

> ed in the bill which we considered in the railway committee, and their consideration is not properly before this house tonight. All that is left of what

Trunk Pacific railway from Winnipeg west to the Pacific ocean. Ill-defined as the whole scheme is, more ill-defined still is that scheme to build branch lines, and yet we are asked to sanc-tion this indefinite scheme although it never came before the railway committee of this house. I do not want to throw any barriers in the way, but I want to have the question treated in Hon. Mr. Ross (Victoria, N. S.)-1 a logical sense and in the right of the

ton why on earth can not they build the branches as well? It was said the other day that we had a hybrid scheme The hon, gentleman has changed his efore us, but what kind of a scheme is this which comes up for considera-tion tonight? We have the trunk line from Winnipeg to Moncton built by

end built by the Grand Trunk railway, and we have proposed tonight a lot of little feeders to be built by the Grand Trunk Pacific railway to the national

all the force I can against this uncertain and indeterminate kind of partnership and mixup which is proposed between the government and the

impracticable, and

SEMI-WEEKLY SUN, ST. JOHN, N. B., AUGUST 12, 1903, Hampton, and there you would meet barriers all the way which would lengthen your route. It is an impracticable route, as my hon. friend knows; there are hills and mountains to overcome, and there are low lands submerged a month or so every spring, and even during the autumn freshets. Then there is another route by follow-ing the Canadian Pacific railway from Fredericton down to St. John. again you are met with another diffi-culty at St. John. You do not shorten your distance, and you are met with the bridge barrier at the harbor; you are met with a condition of things which make it impossible for this company to secure terminal facilities. The Canadian Pacific railway have control of what is known as the Carleton branch, they have control of the ter-minals there, and you would have to go away, out in the open, down to Duck Cove, if you wanted to get larger facilities on that side of the harbor.

Now, by this proposed route, if you were to go to Chipman and go down by way of this branch to St. John, you would bring St. John 219 miles nearer to the bidger to the state of the state to the bridge at Quebec than it is to-day by means of the Intercolonial railway. You annihilate a distance of 219 miles, and you bring St. John and Quebec that much closer together. Mr. Hughes (Victoria)-The hon.

gentleman is altogether astray in his leage.

Mr. Emmerson-I can prove my figres to a mathematical demonstration because I know whereof I am speakng. I am calculating from Chaudiere from a point where the bridge cross the river at Quebec, and I am howing that from that point to Mone ton is 498 miles. From Moncton-and my hon. friend can add the figures together-to St. John is 89 miles. The um total of that exceeds the distance rom Chaudiere-

Mr. Kaulbach-What is the entire istance to Chipman? Mr. Emmerson-308 miles by way of

Mr. Hughes (Victoria)-The hon. gentleman cannot make it within 425

tirely

by way of the Intercolonial, which is long way, making two sides of a trimiles by way of Chipman. angle, whereas if you go direct from Mr. Emmerson-The distance by way Moncton you make only one side of of the Intercolonial from the point where this bridge crosses the river at

Quebec, to St. John, is 587 miles. The distance by the surveys which have Mr. Emmerson-I took the trouble, on a former occasion, to demonstrate een made from that point down to to the committee discussing this mat-Chipman, and from Chipman down to ter that if you were to attempt to go to St. John by way of Chipman, you St. John, is 368 miles. The difference between 368 and 587 is 219; that is the would have to travel only 37 miles saving in distance between more than you would if you were to follow the valley of St. John and go two points. This only goes to show, however, that even if there were a into St. John, landing on the west side variation of 10 or 19 miles, there is and of the harbor along the line of the annihilation of 200 miles as between Canadian Pacific railway. I also endeavored to show you that when you by way of Chipman, and then down to reach the western side of the harbor Norton, thence down to St. John you are in a place where the harbor rights and terminal facilities are al-most exclusively held by the Canadian Realize retires and the second secon Pacific railway, and that for such a St. John to have the advantage of beroad as this it is absolutely necessary ing that much nearer the trunk line, to get across to the harbor of St. John and it makes it not only possible for on the east side, in what is known as St. John east. In order to get harbor sures, to that city a large proportion facilities and terminal facilities in St. of the freight traffic that would come John, it would be necessary to utilize down over that route. Certainly the the property on the east side of the interests of St. John would be in that harbor. Hon. members know that direction, the interests of no other secthere is a bridge company which con-trols the bridge over the falls. That has been a great barrier to the traffic of the city of St. John. The tolls have little feeders to be built by the Grand Trunk Pacific railway to the national line constructed by the government. I venture to say that the feeders in the end will be the people of Canada and steple to the the people of Canada and the operation of this branch line. Mr. Fowler-I wish to point out to

> be only 37 miles farther, and it would bring you into St. John on the east side of the harbor, where there is every opportunity for temping where there is every Mr. Human and the state of opportunity for terminal and harbor



be ten or fifteen miles nearer Moncton tle astray in his arithmetic with rethan to St. John, and that, perhaps, gard to distances may to some extent account for the

Mr. Fowler-In his geography, too, desire on the part of the hon, mem-ber for Westmorland to have the Mr. Emmerson-You are a poor schoolmaster. branch line start from Chipman rath-er than from Edmundston. The hon. Mr. Kaulbach-I confess that I have not that knowledge of the province of New Brunswick that my hon, friend gentleman must realize himself, if he

is honest, that he is uninfluenced by that motive, because such motives do possesses, but at the same time when I that motive, because such motives to affect us imperceptibly notwithstanding the fact that we may believe we are stand how he can say that the shorttaking a fair and impartial view of the question. As far as I am concerned. I est line from Quebec to Moncton is via have no such interest affecting me be-Chipman.

cause my interests would be the oth-er way. If the deflection is made at AMr. Emmerson - Wil my hon. pardon me? The shortest friend Chipman a portion of the road would run through my county from Chipman practical route, according to the surveys, is a line through is a line through As the crow flies possibly to Norton, and I am looking at what Chipman. you could get shorter, if you built an is going to be for the best interests for air line. Mr. Kaulbach-What surveys are the country at large, uninfluenced by

sectional interests. We want to get the western produce forwarded by you referring to? the

Mr. Emmerson-I am referring to shortest possible route to the Atlantic ocean, and that object can only be the last survey made by the Grand achieved by adopting the route which I have suggested, and I suggest to the Trunk railway and the Temiscouata road, which I think is the very latest hon, gentleman that he amend his survey, and which was made some amendment by striking out the word eight or ten years ago.

Chipman' and inserting 'Edmundston,' Mr. Kaulbach-I am safe in saying and by striking out all after the word that if you take the distance from Ed. 'St. John' in his resolution. That will mundston down to Chipman and then cover the whole case. The Grand Trunk back to Moncton, that the present In-Railway line will go to Moncton in ortercolonial railway is equally as short. der to suit hon. members from Nova I cannot understand why the hon, Scotia, and the hon. member for gentleman would want to go down to Westmorland, but let it branch off at Chipman. There is no reason why we Edmundston and both purposes will be should make that diversion and served, besides which the best interlengthen the distance to Moncton from ests of the province will be served. Edmundston. According to the Inter-Mr. Emmerson - It may not be colonial railway time table, the disknown to the members of this commitance saved on the entire line from tee that there is already a line from Quebec to Moncton is only about 44 dmundston to St. John.

Mr. Fowler-There is a line Quebec to St. John. Mr. Wade-Where did you get that fron on the Intercolonial time table? Mr. Kaulbach-By going by way of Mr. Emmerson - There is a line direct down the river St. John from Ed-Riviere du Loup and the Temiscouata mundston to St. John. oad, which you would have to take Mr. Hughes (Victoria)-Is there not because you cannot get through the line from Levis to Edmundston? Alleghany range of mountains-Mr. Emmerson - There is a line Mr. Wade-The Alleghanies do not from Riviere du Loup."

reach there. Mr. Kaulbach-There is a line of Hr. Hughes (Victoria)-There is line from Levis to Edmundston. mountains between the St. Lawrence Mr. Emmerson-I think there is one Mr. Morin-And these are the Alles

thing that the hon, member for Kings, hanies. New Brunswick, (Mr. Fowler) has en-Mr. Kaulbach-I am therefore coroverlooked and it is a matter which is very material in the discussrect. If you want to overcome that ion of this question. It is of the greatrange of mountains you must come by est importance to have a railway that Riviere du Loup, take the Temiscouwill open up and develop the coal areas in the vicinity of Chipman and it is of as well as you can to Newcastle on as well as you can to Newcastle on vast importance to the city of St. John

the Intercolonial railway. Then you could utilize the Intercolonial railway that there should be a direct communication such as would be afforded by from Newcastle to Moncton. If that this line I have suggested in the ourse is taken, and I am informed by amendment I have proposed. The hon. those who know the country, that it is practicable, it would be the better member for Kings, of course, is very heroic. He does not think of the incourse to pursue. If my hon, friend terest of his constituents. I confess to will look at the map he will see the a desire to contribute in every possible distance from Edmundston to New-

Mr. Emmerson-The topography of way to the advancement of the seccastle is shorter than by going to facilities. I would say to my hon. friend from Kings (Mr. Fowler) that it imerson-A suggestion has survey was made by, I think, the to the dome at the sacri-the for the affect that it would not the bedone at the sacri-ion. I want it to be done at the sacri-fice of any other portion of the domin-these circumstances, my view is co these circumstances, my view is Mr. Fowler-Exactly. I quite underinterest, and the general interest in connection with the transportation rect as to this route being the shorter of the two.

Mr. Hughes (Victoria)-My interpretation of the rule is that notice has to be given of an amendment, but

nuch out of order as mine

that amendments to that can be moved thout notice. Hon. Mr. Haggart-I understood that the motion made by the hon. min-ister of justice was a substantive mo-

The minister of finance-That is an ndment to the clause as it stands, Even an addition is an amendment. have no desire, however, to see the rule pressed.

The chairman (Mr. Logan)-If I am mpelled to rule, I must rule that the endment of the hon. member for Kings, N. B. (Mr. Fowler), is out of

Mr. Fowler-The point I take is that you will have to rule on both amend-

ments. The minister of finance-In any case I think we can all agree that we do not want three amendments before us at one time, and I do not think any good purpose can be served by my hcn. friend pressing that point. When the amendment of the hon. member for Westmorland is disposed of, my hon. friend can move his. Mr. Fowler-But suppose it is adopt-

Mr. Wilmot-I must say that in listening to the discussion tonight con-cerning this very important measure, I am impressed with the profound ignorance that prevails regarding the location of the line from the Atlantic to the Pacific. I presume that the principal object in view is to find the shortest route. So far as New Bruns-wick is concerned, I know that the Time which keeps to the western part of the province is the most direct line to the seaport of St. John. I have collected figures concerning the different routes through the province of New Brunswick. My hon. friend who represents Victoria, N. B. (Hon. Mr. Costigan) had a bill before parliament relating to the Quebec and New Brunswick railway. That railway was to run from Quebec to Connors, where the New Brunswick system of railways terminates, at the extreme north of the state of Maine. The distance from Quebec to Connors I find is 134 miles; from Connors to Edmundston \$2 miles; from Edmundston to Grand Falls, 38 miles; from Grand Falls to Andover, 22 miles; from Andover to Woodstock, 54 miles; from Woodstock to Fredericton, 65 miles; from Fred-ericton to St. John, 65 miles; making a total distance from Quebec to St. John of 410 miles. From Quebec to St. John via Chipman is 461 miles. Taking Fredericton as the common point, it is 460 miles via Chioman to St. John, as compared with 410 miles by the valley. From Fredericton to Chipman, there is a line of road surweyed, subsidized and partly built. I suppose that, in the interest of our Nova Scotia friends, use should be made of that line from Fredericton to Chipman and thence direct to Monc-That part of the country is well adapted for building a railway. I have been over every foot of the ground myself and therefore can speak from personal knowledge. A con-siderable portion of that road will go through the county I represent. There is another fact I would point out. This route I have given is covered by a road owned by the Canadian Pacific railway. I do not think it is beyond possibility that the government could acquire that road. It is already built down the valley of the St. John by the shortest route to the sea, and I think it is a very reasonable proposition that the government should acquire that road, which it could do at one-half what it would cost to build through the centre of the province. As regards line spoken of by the right hon

the first minister, from Edmundston to Moncton, in a direct line through the

centre of New Brunswick, no man can

its construction. I have no personal

knowledge of the northern part of New

Brunswick, but a great many young

men who live in my county are em-

ployed lumbering in that district, and

they all inform me that it is a very rough country indeed. The right hon.

gentleman stated to the house that the

be correct; but, in view of the difficul-

ties that would have to be encounter-

ed. it would be much more expensive

to build and operate a road there than

tance to St. John via the Intercolonial

railway is 577 miles, By the St. John

valley route it is 410 miles, and by

that the suggestion I have made is one

that should be adopted and which

would satisfy our Nova Scotia friends.

Considerable money would be saved

by acquiring that portion of the Can-

adian Pacific railway which runs

through the valley of St. John and the

upper St. John, and the government

road from Fredericton to Chipman and

Moncton. That would affect a saving

of money as compared with taking the

centre route. My hon, friend from

Westmorland spoke of the difficulty of

going down the St. John valley from

Fredericton. There is no such diffi-culty as he imagines. I know every

foot of the route. If we followed the

bank of the river all the way down,

then difficulties would be met such as

he suggests. But I would make a straight line and go down over the

Penniac country, My hon, friend

knows we could get a shorter line by

nan 461 miles. I think therefore

The dis-

e time the

the one I have mentioned.

ould acquire at the same

listance would be 209 miles. That may

ell what difficulties would be met in

proposition. The government prototo to to build the line from Winnipeg to Moncton, but the bill now before the the scheme that we ommittee is not the scheme that we considered in the railway committee. Tonight we have be re us a railway to be constructed by the government and to be owned by the government from Winnipeg to Moncton, but the route, as the ho .. member from Lun-enburg (Mr. Kaulbach) has pointed out, than if you deflected your main cheme before the rallway com line in order to strike Chipman. That would serve the interest of St. John better, and that large and important section of the province which has now no railway, the valley of St. John, it would serve efficiently, and would be found perfectly practicable and would

if you go across the province to Chip-man and thence to St. John. You have to go by Norton and down to St. John would prevent you from making a tee and is there considered in its new aspect. The branches were not includthe triangle.

straight line if you wanted to. Mr. Wade-On the contrary, you will escape the engineering difficulties. Mr. Fowler-Not at all. It is about

miles, or under 200 miles, from went before the railway committee is the building of the line by the Grand Moncton to Halifax, and you cannot effect a saving of anything like fifty miles even by following a straight line. As far as the southern district is concerned, if the promoter of the bill wishes to add an amendment, the only mendment that would be practicable would be one providing for a route starting from Edmundston and going in the most direct course to the city

have the authority of the most emin responsibility which we owe to the peoent engineers for what I have said. ple. If the government is going to build the line from Winnipeg to Monc-• . • • • •

government; we have the western

. . . . . . .

been made to the effect that a line

should be provided from Edmundston

to St. John. That, in my judgment,

Grand Trunk Railway Company.

would be very

venture to say that the feeders in the end will be the people of Canada and not the Grand Trunk Facific Railway all the force I can against this uncer-in the source of the trade between St. John and the western section of the coun-try. To go by way of Chipman would all the force I can against this uncer-try. To go by way of Chipman would all the the sector of the coun-try with the sector of the coun-way down to Grand Falls. You have

ch shorter by not going to Chipman position which the hon. gentleman nderstand the takes. Have I wounded his feelings in at all. Mr. McCarthy-If the committee any way by standing up for the best

would allow me, I would add a clause to build from a point on the govern-ment line so as to approach Chipman, The formation of the province which I re-present, or does he refuse to grant that measure of relief to the people of St. John which a moment are he himself

ment line so as to approach Chipman, or if necessary, go to St. John. Mr. Fowler-Why not provide to go to St. John by the shortest possible route from Edmundston, if you want to strike St. John by the shortest line? trying to promote the interests of a Why not cut across, because it would portion of the people of the province be much shorter than to go around the of New Brunswick and of S triangle? If you take your route from and it does seem to me that the hon. Edmundston and go down the St. John yalley you will get a much shorter this measure of relief, should not with-

than he is willing to grant. Hon, Mr. Ross (Victoria: N S)-The hon. member for Lanark (Hon. Mr. Haggart) and the hon. member for verpowers me with the greatness that Kings, N. B. (Mr. Fowler) have state ie seeks to thrust upon me. I am emphatically that the Intercolonial only in charge of this bill in the house railway from Moncton to Halifax is the

shortest possible route. There are eminent engineers whose names I might would state emphatical ly that the road could be shortened at least fifty miles. The road was run up to the Springhill Mines, where it hugs the side of the mountain for the pur pose of being near the mines. Then it went down to suit the interests of Peter Mitchell to Chatham and New castle.

Mr. Kaulbach-The Grecian Bend. Hon. Mr. Ross (Victoria, N. S.)-Yes, the Grecian Bend. If you follow that route on the Grecian Bend you can stand on the platform of one o the front cars and you will see the cars behind, because the road is so crooked; whereas, if the line had followed the the company. valley below, it would have found a natural level country to traverse. I know something about the history o that road. If Sir Leonard Tilley ha had his own way the road would not have been built by that route, and i would have been shortened consider-ably, but Peter Mitchell was one of

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would not serve the interests of the city of St. John as they would be served by the amendment I am about to propose. Chipman is a common point, and from that point it would be in the interests of the country to reach St. John by the nearest possible route. From Chipman there is today a line connecting at Norton on the Intercolonial railway with the city of St. John. I would move that these words be added to the section: draw it simply because I asked more "Also build a branch line from the main line at a point at or near Chipnan to St. John, or to acquire any ex-Mr. McCarthy-The hon. gentleman sting branch lines which may serve the same purpose."

That amendment would be in the inerests of the whole dominion as it The amendment which the company would give the shortest possible route thought would afford them the relief to an Atlantic port. they desired is before the house. Mr. Kaulbach-I must take execphave nothing to do with it. All I have

tion to the remarks of the hon. memare the instructions which I have 'reber for Westmorland. His amendment ceived as to this. Personally I would would be most unfair to the province be glad to grant relief to the whole doof Nova Scotia. Chipman is very far south of a direct line drawn from Edminion and particularly to the part which the hon. gentleman reprenundston to Moncton, and that point but I have nothing to do with it. The amendments are making necessary corrections in the original line which could be reached very much more con-veniently by a shorter line which

would cost the government less than was approved by the committee of the the route which the hon. member pro-Frand Trunk Pacific, but by reason of the government undertaking the build-ing of the road from Winnipeg to Doses. Mr. Emmerson-This is the company,

Moncton, I have to get this proviso not the government. inserted allowing branch lines to be Mr. Kaulbach-The government have

uilt. This is all that is asked for by to pay for it all the same. I know very little of New Brunswick as re-Mr. Fowler-I was not thrusting any greatness upon the hon. gentleman. There are said to be three classes, some who are born great, others who achieve greatness and others who have

greatness thrust upon them, but the hon, gentleman belongs to a fourth class. He assumes greatness. The hon, gentleman said that he would amend his amendment by providing that there should be a branch line from opposed to that line of road between Quebec and Moncton running to Ed-mundston, because it brings us too e point on the main line leading from Moncton to St. John. But, now he goes back upon that, and the rea-

he goes back upon that, and the rea-son he gives for going back upon it is because I suggested to him that in-stead of branching off at Chipman, he should branch off at the main line be-Because I suggested to him that is stated for hanching of at Chipman, because I suggested to him that is stated of at Chipman, because I suggested to him that is the proposed for him for he came to Chipman, because I suggested to him that is the proposed for him state to the factor of the state at the the proposed for him state to the factor of the state at the unit like the state at the proposed for him state to the factor of the state at the unit like the state at the un

Temiscouata railway, and under the stand the reason why. Topographicaldirection of or in connection with the Grand Trunk, as I understand. That ly the country is such that you could facilities of this dominion demands survey, the latest made of that counnot get away from it and you must parallel the Canadian Pacific Railway try, shows the selected route from Edundston down to a point at or near lown almost to Grand Falls. You would need to parallel the Canadian Chipman and running across from Chipman to the Intercolonial some-Pacific Railway, also for a short diswhere between Moncton and Salisbury. tance going down the western side of a large portion of it at least, would be the river. As far as terminal facilities by means of a deviation at or near That route is considered the shortest. though it is not the best route that is are concerned what my hon. friend says to be found. My hon, friend from Lunrespecting the Canadian Pacific Railenburg speaks of going down to Newway having absolute control of the terminal facilities on the western side castle. But he must realize that the of the harbor of St. John is scarcely topographical conditions would make that utterly impracticable. He would correct. I do not think the Canadian find obstacles like the Nipisiguit Lake, Pacific Railway have any such rights and the Bald Mountains, and others beas the hon. gentleman has just stated. The control of the terminal facilities tween the waters of Tobique and the which belongs to the city of St. John Nipisiguit rivers. If you could go as is in the hands of the city of St. John the crow flies, it would be all right. But you must recognize the topo-graphical conditions in the way and, and these facilities are not under the absolute control of the Canadian Pacirecognizing these conditions, I think fic Railway.

Mr. Emmerson-The city handed over the Carleton branch irrevocably. MR FOWLER That is very true, but the wharves and docks which are terminal facilities

vince. You could not deviate to the after all, are still under the control of My hon. friend from Kings knows that, and he the city of St. John. There are two eleknows also that any line down through vators belonging to the Canadian the centre of the province would bring Pacific Railway, but there is ample room on the western side of the harbor for facilities for both, and it is 17 only a question of money. As I under-Mr. Emmerson-It might be a few stand this agreement, the Grand Trunk Pacific Railway are obliged to provide

nfles away. But when they were seeking the shortest line they located the necessary terminal facilities at all it a few miles back of Chipman. ports on the Atlantic and Pacific to

that all hon. members of the commit-

tee will realize that the only route pos-

sible would be from Edmundston down

more through the centre of the pro-

north to any great extent.

him near Chipman-

Mr. Fowler-No.

which their lines run. Therefore, the Mr. Fowler-A long way. Mr. Emmerson-I have seen the surargument which my hon. friend has vey, and I have discussed the matter and the interest of the port of St. very little of New Brunswick as re-spects the route which the proposed with the gentlemen on the survey, so company intend to tak, but I gather that my information is direct. So it of a very large portion of the province of New Brunswick and in the welfare my knowledge from a geographical would be at a point at or near Chip-sketch taken from the map of New man. There is a wilderness between sketch taken from the map of New Brunswick and Quebec. There are very many engineering difficulties al-main bicket between River, on the of that city a very large portion of the province is intimately concerned-the

very many engineering difficulties al-most insurmountable on the route be-tween Quebec and Moncton. First of all, I am utterly opposed to the Inter-Richibucto in the county of Kent. I tween Quepec and atometon. First of Richibucto in the county of Kent. I of Chipman, as suggested by my hon. colonial being paralleled. Again I am have travelled over that line and am friend. I see the hon, member for the county of the county of St. John (Mr. Tucker) in his have travelled over that line and am familiar with the topography of the country; I know the conditions which would make it necessary to pass in representing the city of St. John (Mr. Tucker) in and seat — unfortunately the hon, member representing the city of St. John is not present, but I think the hon memmundston, because it brings us too close to the American border. Why? Because it brings us too close to the American border. I object to the the same reason that I object to the Canadian Northern going through the state of Minnesota to the city of Win-distance to Moncton and then travel

Mr. Hughes (Victoria)-I take the that there shall be the shortest posliberty of submitting some figures sible route from Quebec to Moncton affording facilities for the transportawhich I have obtained from the most accurate reports available. First I tion of freight and passenger traffic. take the figures given by the prime The natural outlet for that traffic, or minister the other day from Moncton to Edmundston, which he said was on the authority of some survey of some survey Chipman or five miles farther, it makes which I have been unable to no difference. The nearest point to the find a trace of, but I presume city of St. John is secured by the the hon. member for Westmorland branch which I have suggested in the (Mr. Emmerson) furnished these figamendment now before the committee. ures. The prime minister stated that It is hardly necessary to take up any the distance from Moneton to Edmore time in the discussion of this mundston is 209 miles. The shortest matter. The interest of St. John redistance to Levis is 196 miles, and addquires it. It would be folly to think ing 10 miles to reach the bridge that of building a line from Edmundston would give you at least 415 miles from following the route of the present Can- Moncton to the Chaudiere bridge. I adian Pacific Railway. You can go venture to say that you would have today by two different ways to St. to add at least 10 per cent to that for John. You can either go down by the the 209 miles from Moncton to Ed-Gibson line, on the eastern side of the mundston, which would give you 20 St. John river, or you can go out from miles more, making the total distance Woodstock by way of McAdam Junc- 435 miles. Every one who has been tion. These lines connect with Ed- in the central part of New Brunswick nundston; they connect direct, with knows that it is a sea of hills which the city of St. John; and we will sim- are worse to get over than mountains. Mr. Wade .- How do you get your following the tracks of the other line, figures from Moncton to Edmundston? and we will be affording facilities which are now accorded for transpor- Mr. Hughes (Victoria)-The prime tation between Edmundston and the minister stated in his speech that it city of St. John. was 209 miles. It is much more as Mr. Fowler-It is a strange thing a matter of fact, but I take his figures. that you should call a railway a trans- The present Intercolonial railway is continental line which ends at Monc- 577 miles from Levis to St. John. Via on, which is not a seaport at all. My Chipman the route will be 196 miles to ion. friend (Mr. Emmerson) has said Edmundston from Levis, or 206 miles hon friend (Mr. Emmerson) has said that you must not build this branch from Edmundston, because there is al-ready a railway from Edmundston. Well, there is already a line of rail-will find that it is 15 miles farther from way from Chipman to the Intercolon-Chipman to St. John than it is from ial Railway at Norton; there is a line Chipman to Moncton, and of railway already projected and char- will cross 20 miles north of Chipman. the road tered this session to connect Chipman No one pretends that the main line with Moncton; there are lines of rail- will run into Chipman. way connecting Quebec with St. John; the saving from Quebec to St. John by there are lines of railway connecting the new route compared with the old the west with the east; but is that any route will be, at the outside, only 127 miles, and to the city of Moncton a other line of railway? I am surprissaving of only about 48 or 50 miles. ed at the very fallacious argument Mr. Fowler-1 wish to move an which my hon. friend (Mr. Emmerson amendment, that all the words in the has advanced. He says he is promptamendment of the hon. member for ed to work on behalf of his Westmorland (Mr. Emmerson) after uents. So am I. But when the good

Fredericton going that way than by following the bank of the river, (To be Continued.) FOUR DAYS WITHOUT FOOD IN A CAR. Henry Johnson of Halifax, Found in a Refrigerator at Winnipeg. TORONTO, Aug. 6.-A. refrigerator car attached to a C. P. R. train arrived at Winnipeg today and upon opening it, the checkers found inside a man who gave his name as Henry Johnson. He said he got in the car at Halifax, N. S., and had been without food for four days, but seemed little the worse from his experience. John son was taken before the police magistrate and charged with trespassing and travelling without a ticket. The magistrate, however, discharged him with a caution.

PLAGUE OF YELLOW JACKETS. WINSTED, Conn., Aug. 6 .- Thou sands of yellow jackets have taken possession of William's store in the village of Montville, Mass., and nobody dares enter the place. What is known as the upper bridge in Montville is albarricaded by the bees. A dozen or more horses have been frightfully stung. A portion of the residence of Harriet Smith, in Montville, is iso held by the yellow jackets,