

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MARCH 15, 1903

IT'S A BIG RAILWAY SCHEME WHICH IS NOW ON FOOT IN NEW BRUNSWICK.

The Centre of the Province to Be Developed—Branch Lines Grouped Under One Management and Extended—The Whole to Be Made a Link in Any Trans-Continental System.

The application of Hon. C. N. Skinner to the New Brunswick government for incorporation of a company for railway purposes in this province, as announced in a despatch to the Telegraph yesterday, means a big proposition. It has for its object the gaining of control of many of the branch lines in this province, their grouping under one management, and the company being placed in such a position that their system might be a link in any railway system traversing Canada from coast to coast, and further having connection at the Nova Scotia border with the railway system along the Nova Scotia eastern coast. It is a project of magnitude.

Mr. Skinner was asked last evening what was the objective point it was proposed to reach under the application made to the government. He said he was not at liberty to give the names of those interested but that maritime and Toronto men were interested.

He said he was acting under instructions of these capitalists, having in view the railway connection of Nova Scotia and New Brunswick with Quebec and beyond that to the west, it being clear that not only the roads now in existence but those it is proposed to build and which will extend from the west through Quebec and thence eastward to Atlantic ports—the I. C. R. going by the north part of the province and the C. P. R. by the south—leave the centre of New Brunswick comparatively undeveloped.

He was not at liberty to give the names of those interested but said that Montreal and Toronto men were included. Inasmuch as the proposed railway extension to and from the west needs to reach the Atlantic as well as the Pacific through Canada, it appeared plain to the gentlemen he represented that the centre portion of this province was the part of New Brunswick which must be opened up in regard to these new proposals.

The development of the coal fields at the head of Grand Lake in Queens county had drawn their notice and, it appearing clear to them that these coal fields could be utilized not only for general commercial purposes but for railway purposes as well, attention had been attracted to the central railway with its connections with Fredericton and the I. C. R. and it was felt that the proper development of the centre of New Brunswick system was the best means of reaching the objective points on the Atlantic and thereby to extend to the west this system through to St. John and to Halifax as well.

The idea they wanted to meet, he said, was that they may be able to make the points of progress, one with the Nova Scotia system, the other with the New Brunswick system and the third with the Atlantic ports.

They realized that there are existing charters and proposed roads, one down the St. John river valley, another from Chipman towards Moncton and thence to Cape Beaulieu, and the existing railway from Chipman to Norton, some one or all of which may be utilized and they desired to be put in the position of developing this system and thereby reaching the Bay of Fundy—which means St. John—and Nova Scotia.

Therefore, he said, those he represented are seeking power to connect with the existing railways in the centre part of this province with power to extend and unite these lines so that under one management cheapsness and thoroughness may be arrived at so that all these branches may develop the country through which they now pass or may be extended and give a return on the capital invested. It must be borne in mind, he said, that so far as New Brunswick is concerned at least, the roads which are regarded as largely to absorb what might be called branches of the I. C. R. are not a success. The I. C. R. had evidently not seen its way clear to take over these branches and the present proposition would be largely to absorb what might be called branches of the I. C. R., making them branches of the new system and the I. C. R. as well with the result that these roads which are now almost in a state of paralysis may be made not only useful to the country but to give reasonably good returns on the capital invested. They wish to be in a position so that they may make arrangements with any proposed trans-Canada railroad which to them, in the interests of the proposed development, may appear most to the advantage of the capitalists and the country.

Mr. Skinner was shown a despatch, which is printed below, saying the Grand Trunk was planning to make St. John one of the Canadian ports of its transcontinental system. He said this was known when the New Brunswick matter was brought into shape.

GRAND TRUNK TO COME TO ST. JOHN.

Montreal, March 13—(Special)—Another move was made today in the big trans-continental railway problem, which is being worked out by the railways in Canada. The chief solicitor of the Grand Trunk gives notice "that he applies to the parliament of Canada at its present session for the passage of an act incorporating the Grand Trunk Pacific Railway Company, and intend, in addition to the powers asked for, and of which notice has already been given, to ask for power to buy out, construct and operate as a portion of that company's railway, a line of railway from a point at, or near, the city of Quebec to a point at or near either Grandview or North Bay, in the province of Ontario."

A special from Quebec says: "Mr. Wainwright, of the G. T. R., is here and announces that the Grand Trunk Pacific is completing plans for making Quebec and St. John the Canadian ports of their transcontinental system. The company published notices here this afternoon that it is applying to the federal parliament for powers in addition to those for which notice has already been given to build a railway line from a point at Quebec to North Bay or Grandview. "It is believed here that the Grand Trunk Pacific will reach St. John by way of the proposed Quebec and New Brunswick Company. There are no other tenders seriously considering the matter."

SIR WILFRID LAURIER IN EXCELLENT FORM.

Ottawa, March 13—(Special)—In the debate on the address, in the house of commons today, Sir Wilfrid Laurier made one of the best speeches he ever delivered. The premier was in excellent form and in good voice. He spoke for one hour.

Mr. Borden, the leader of the opposition, to whom Sir Wilfrid replied, prefaced his speech with a reference to the improvement in the premier's health. Whatever differences might exist between them on public questions, no one would rejoice more heartily than himself and his friends of the good news of the first minister's restoration to health. (Cheers.) He regretted that the speeches of Canadians at the colonial conference were suppressed, and asked if the Canadian representatives had asked that this should be done. He touched on the loss which the house had sustained in the death of one member from the Conservative side and three from the Liberal side of the house since last session.

The mover of the address had referred to the absence of earthquakes and cyclones as being due to the government. (Opposition cheers.) The minister of customs was willing to give some credit to Providence for the prosperity of the country, although the government was to have a full share. Mr. Borden complained that the Canadian representatives did not take the initiative in any of the questions that came up at the colonial conference.

The conference, he said, was barren of results. The most important question was that of preferential trade within the empire, and the government, he argued, had changed their position on this question. In the first instance, the premier had said that it was a free gift, and now a tariff was held forth, according to the proceedings of the colonial conference, that if certain things were done, that the preference might be repealed. Reference was next made to the trade with Germany and the discrimination by that country against Canadian goods.

Mr. Borden next touched on the Bond-Blaine treaty and advocated the taking in of Newfoundland to round off confederation. He would like to see the government take this matter up and negotiate for the removal of the French Shore question. He next touched upon the Clayton-Bulwer treaty, and said that Canada should not have permitted the abrogation of this treaty without first making provision for the delimitation of the Alaska boundary. He was not satisfied with the treaty for the settlement of the Alaska boundary by six impartial jurists, and asked why it was not made subject to parliament. He was not satisfied with jurists selected by the United States, who were not appointed according to the treaty. The outlook was that Canada was to get the worst of it. If Canada did not get the worst of it, the example of the United States, but adhere to the terms of the treaty and appoint competent and impartial jurists.

Mr. Demers, speaking in French, seconded the address. Mr. Borden's speech. R. L. Borden, leader of the opposition, started out with a reference to the improvement in the premier's health. Whatever differences might exist between them on public questions, no one would rejoice more heartily than himself and his friends of the good news of the first minister's restoration to health. (Cheers.) He regretted that the speeches of Canadians at the colonial conference were suppressed, and asked if the Canadian representatives had asked that this should be done. He touched on the loss which the house had sustained in the death of one member from the Conservative side and three from the Liberal side of the house since last session.

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Mr. Borden, who made a visit to the northwest last summer, took occasion to say that United States settlers who are going in there were a good class, and would make good citizens. He favored provincial autonomy for the northwest, and in conclusion said that there was one member of the government, Prefontaine, who was made a convert to protection. (Cheers.) The Premier Speaks. Sir Wilfrid Laurier, in a clear and firm voice, thanked Mr. Borden for his personal references, saying: "I deem it my duty, as it is a pleasure, at once to offer to my honorable friend my thanks for the very kind reference he has made to myself, and to his friends behind him for the manner in which they have received his remarks. I am glad to believe and know, and to have this further evidence that the amendment of British parliamentary life are in the hands of my friends opposite, and the parliament of Canada generally in safe and able hands. Long may it continue to be as it is at the present time, that we can recognize honest difference of opinion, and though we may be divided on many questions, we are united in one thing at all events, and that is in mutual respect for each other." (Cheers.) The premier, having said this, at once took up what Mr. Borden had said on the Alaska treaty. The treaty, said Sir Wilfrid, was an eminently fair one, with a single slight blemish. It was not a compromise or an arbitration; there was no giving or taking, but it was simply a determining of the true boundary, each party taking the consequences of the decision.

When the matter was discussed before the high commission, the American attitude was that territory already in their possession should remain so, no matter what award might be made. "We want no territory that is ours taken from us," said Sir Wilfrid, "nor do we want to take anything that is not ours. We are willing to take the consequences, and if we are, our opponents must take the consequences as well. There is not a particle of surrender in the treaty."

Sir Wilfrid went on to say that the only blemish was that the treaty did not only benefit us, but that it was a free gift, and now a tariff was held forth, according to the proceedings of the colonial conference, that if certain things were done, that the preference might be repealed. Reference was next made to the trade with Germany and the discrimination by that country against Canadian goods.

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THREE HUNDRED WEAVERS IN THE ST. CROIX COTTON MILL ARE ON STRIKE.

Want an Increase of 15 Per Cent. in Pay—Claim Their Requests Submitted Last January Were Ignored—Manager Refers the Matter to the Head Office in Montreal.

St. Stephen, N. B., March 13—(Special).—The people of the St. Croix river were surprised this afternoon on learning that about 300 weavers in No. 1 and 2 rooms of the St. Croix Cotton Mills, who operated 800 looms, went out on strike. This is the culmination of dissatisfaction existing for the past six months among the operators.

About January let a committee of the weavers waited on the manager, Mr. Dexter, and in a friendly exchange of ideas asked for an increase of 15 per cent as prices paid on piece work was not sufficient owing to the increased cost of living and poor material furnished.

In consequence of these matters they were earning \$2 per week less than one year ago. The manager assured them that better cotton would be supplied as soon as possible and the other difficulties overcome enabling them to earn better wages. This noon a voluntary movement was made when the weavers in the two rooms met and talked over the matter. After the machinery was put in motion, the weavers not making a move to work, the overseer told them they would have to commence work or leave the mill. At once a leader sprang to the front, and mounting a loom asked for a vote as to work or strike. They concluded to strike and retired peacefully from the mill. They afterwards held a meeting and instructed their secretary to wait on the manager and demand a general increase of 15 per cent on prices received.

Mr. Dexter has reported the situation and demands to the head office at Montreal. At the meeting of the strikers it was clearly shown that the action of each weaver was entirely voluntary and they were not to be criticized for their action as no notice was given but they feel that their demands of last January had been ignored and that it was time something must be done. At Milltown the strikers appeared in groups on the street talking on the situation and although they have no outside union to help them they say they rely on the justice of their demands for an increase in the prices paid. As business on both sides of the river will be affected it is to be hoped that this, the second strike since the creation of the mill in 1882, will be of short duration.

St. Stephen, N. B., March 15—(Special).—The strike situation at the St. Croix cotton mill, is assuming a form of no give or take. Manager Dexter informed the representative of the strikers that the company could not afford an increase in price of piece work, and as a cut down had not been made, he would not discuss the situation until the weavers returned to work. The manager on Saturday posted a notice which will be carried out, that unless sufficient weavers return to work on Monday morning, the mill will close down until further notice. The strikers held a meeting after the notice was issued and voted not to return until an increase was given according to request. The manager feels that before a strike, he should have been given notification of the same, which he considers no more than just to the stockholders as well as to himself.

RELIEF PARTY STARTS TO RESCUE OF STEAMERS.

Dynamite Will Be Used to Clear Ice from Stanley—Diver Will Try to Put Propeller Blades on Mi-to.

Charlottetown, March 13—(Special)—A diver from Hallsboro Bridge left yesterday with a complete apparatus to make an attempt to place blades on the Minto's propeller to take the place of those broken off. A large quantity of dynamite has also been sent to blow up the ice and release the Stanley.

The steamers when last reported were six miles east of Cape Bear, three quarters of a mile apart, and still fast in a field of ice. Shippers here are exasperated over the detention of perishable goods. A relief party with the diver, two assistants and a committee of the local government and board of trade acting in conjunction, left Murray Harbor, south, this morning in boats.

STALLED A MONTH IN SNOWDRIFTS.

Two Women Passengers Detained by Blizzard in Newfoundland, and Finished Journey on Dog Sleds.

St. John's, Nfld., March 13.—Two women passengers on one of the trains snow bound in the interior of the island reached this city last night after a month's detention. They were imprisoned in the cars in the snow drifts until the blizzard ceased and then were transported across 45 miles of snowy wastes on dog sleds until they reached the railway line. They were four days on the railway making the journey here. An American engineer named Courtney and his wife also traveled 70 miles by similar conveyance to reach the railway.

Railway traffic with the more remote districts is still suspended.

A MONCTON DELEGATION

Here Friday to Protest Against Increased Fire Insurance Rates.

Appear Before Fire Underwriters and Say They're Preparing to Spend \$45,000 to Make the Service Better—Board May Reconsider—A Building Law Suggestion.

Moncton doesn't like the recent action of the New Brunswick Board of Fire Underwriters in raising the insurance rates in the railway town, and Friday Mayor F. W. Givens and H. A. Peters of Moncton, came to this city and presented to the board a claim for reconsideration of the increased rates.

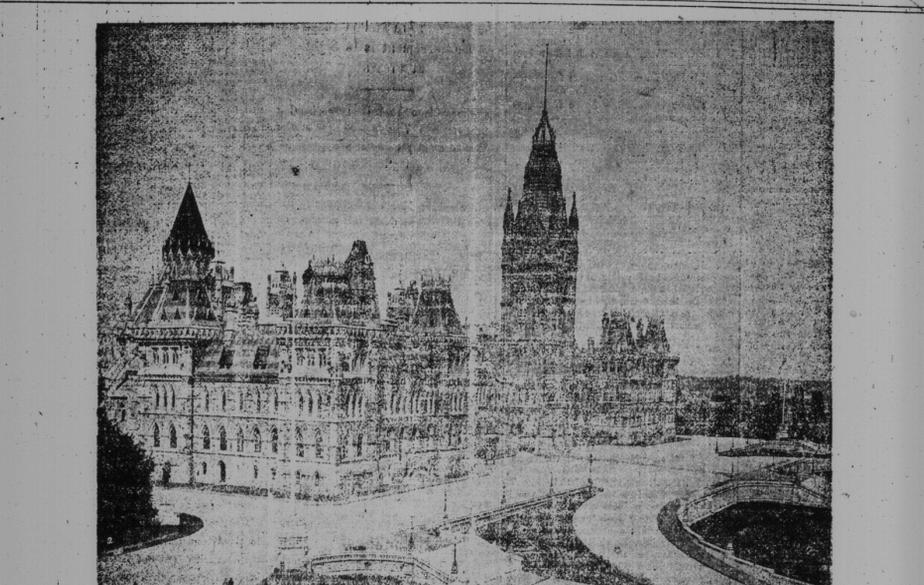
The board contented that they have all along been dissatisfied with the supply of water available at Moncton for fire fighting purposes and that the increase in rates was necessary in their interests. They therefore put in force a 10 per cent increase, to go into effect on new business immediately and on old business after April 1. The visit of the delegation yesterday was the result.

They told the board that a bill had been prepared and would be submitted to the legislature this session asking authority to issue bonds of \$45,000 for improvement of the water service, the idea being to run a main pipe from the reservoir about four miles into the city.

The board will have a meeting in a couple of weeks and the action of imposing higher rates may be reconsidered. The fire underwriters have another suggestion for Moncton, however, and this is to put a building law in force. They say that at present a man may put up a valuable building and some one else may erect a frame structure, dangerous in a fire, alongside him, thus adding materially to the risk of loss of the valuable property should fire break out.

Soft Coal Strike Closing. Thursday, W. Va., March 12.—Twenty representatives of the United Mine Workers are now in the New River coal field organizing the miners and it is authoritatively stated that a general strike will be ordered inside of 60 days.

3,000 Men to Resume Work. Joffe, Ill., March 13.—The plants of the Illinois Steel Company and of the American Steel & Wire Company, employing 3,000 men, will soon resume work, the former Monday next. They were closed several weeks ago on account of a shortage of coke.



HOME OF CANADA'S LAWMAKERS. The Beautiful Buildings on Parliament Hill, Ottawa. Where the Country's Business is Done.

The stately home of the dominion parliament is located at Ottawa on a picturesque site on the bank of the Ottawa River, and is admitted to be the finest group of buildings in Canada. The cornerstone of the present structure was laid by King Edward VII when Prince of Wales, on Sept. 1, 1889, and the edifice was intended for the housing of the parliament of what was then known as Canada, comprising the union of the present provinces of Ontario and Quebec. The total cost of the parliament buildings was in the vicinity of \$5,000,000. In 1850 during the riots in Montreal the parliament house, which was then located there, was burned. For several years the Parliament of Canada sat alternately at Quebec and Toronto. But in 1858 Ottawa (formerly Bytown) was chosen by Queen Victoria as the capital and permanent seat of government. This was confirmed in 1867 at the time of the confederation of the provinces of Nova Scotia and New Brunswick with Canada into the Dominion and on Nov. 6, 1867, the first parliament met there. The parliament buildings contain the commons and senate chambers, the residence of the speakers and officials of the

respective chambers, the library, reading rooms, parliamentary committee rooms, post offices, rooms of the seasonal officials, restaurants, telegraph offices, press room, etc. On other side of the parliament buildings lie the eastern and western blocks in which are housed most of the departments of the government and these imposing structures, built in uniformity of architectural design and material, make a particularly handsome group of buildings. The Parliament of Canada is made up of 81 senators and 213 members of the house of commons, each having a separate chamber. The commons chamber is the

most interesting apartment in the building. It is oblong shape with the speaker's throne in the centre of one side with the government benches to the right and the opposition to the left of the speakers. The seats are arranged in tiers on an elevation towards the rear. The commons chamber is lighted by day by a glass ceiling with Luxor prisms and at night by 980 incandescent electric lights, the light from which is radiated through the glass ceiling. There are, in addition to the press gallery, the galleries for guests of the speaker, senate and house of commons, ladies, officials and general public.

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