## BLAIR'S MASTERFUL SPEECH IN COMMONS.

## Ex-Minister Will Fight Laurier and His Railway Masters to Very Last Ditch.

"Spoke Strongly, Because He Felt Strongly"---An Ottawa Despatch Says It Was the Speech of Blair's Life---A Caustic Exposure of the Grand Trunk Pacific Iniquity Deal.

OTTAWA, Aug. 11.-For three hours this afternoon and a couple of hours tonight Hon. Mr. Blair in a businesslike speech, which was in sharp contrast to the empty and flowery phrases of Laurier, replied to the premier's announcement of the Grand Trunk Pacific scheme. Blair was in fine fettle, and as he scored his late confreres and upset all predictions that he had been called off, he was enthusiastically ap- PARLIAMENT AND THE COUNplauded by the opposition, while the liberals were dumbfounded by the rak- Mr. Blair declared, had a right to deing they received. Some of his references to Laurier were pretty cutting, and when he referred to the premier's oratory as being of the auction store order the recipient of the compliment appeared visibly annoyed. Blair drove condition of hysteria rather than calm and when he personally had most imhome his arguments without mercy, and made what is generally admitted

OTTAWA, Aug. 11.-On rising Hon. Mr. Blair was received with loud opposition applause. In opening he said: Some two or three weeks ago I announced that I would take this occasion to explain my resignation from might be precipitated any moment. a measure introduced by a government of which I have so recently been a member, and there must be circum- Wilfrid had told his followers, "Luckstances attending such a condemna-tion which will favorably affect many friends and colleagues with whom I have been politically associated. I States." Mr. Blair asked for the calm Laurier from the charge frequently that having the opinions I entertained and with American shipping carrying with respect to the railway scheme the Canadian goods to and from the Unitgovernment has decided upon, I should ed States, was it likely that the govhave remained a member of the cab- ernment would cancel those conces his colleague in the administration. I does Sir Wilfrid feel impelled to scent may say that this suggestion did not danger? Why this frenzied haste and this scheme was brought up; no plat-

Sir Wilfrid Laurier has laid before need not fear the action of a friendly parliament and the country a statereasons in defence of the measure, and he has given us to uncountry a great transcontinental railshould ensure to the people ooth east and west the shortest and

If these conditions prevailed I might well be glad that such a project had of carrying. been entered upon by the Canadian government, and it might well excite But speaking for myself, while I am first minister displayed and with the fact that all had been said by him ich could possibly be said by any entirely unconvinced, and objections in my mind against this entire vere still as urgent as ever. (Opposition applause).

"THE GOVERNMENT," continued Mr. Blair, realized that the measure was one without parallel in the history of this country, and being determined also to carry it through, first feature of it to which Sir Wilfrid Laurier had addressed himself was to the charge that it was being pressdenied that time had not been taken did not wait until they had exhausted all the means in their power to find out the conditions of the country which the proposition. The prime minister this bog had gone on to say, "To those who urge raised. upon us the policy of tomorrow, and advise us to pause, to consider, to recalculate and to inquire, our answer is, no, this is not a time for deliberation; this is the time for ac-

Mr. Blair went on reading extracts from Laurier's speech, in which the Canadian national line from ocean to premier spoke of the flood tides being with us, that the question of the Grand is owned by the government. Frunk Continental railway was not of be not too late. These phrases, Mr. "I say in all respect to the away beneath him.

Mr. Blair asked in what way our nathere was some need why should the tional life would be destroyed because the country took time to reach a just an obligation of one hundred millions conclusion in a matter of such tremendous enterprise

He could not understand why the premier should appeal to heaven, or why our interests should be affected, ing out for another transcriber. because when we take action on a question, we should see the end and that his own ears had been open. understand the conditions and the re- had been a willing listener and he had

liberate before imposing such a heavy burden on the neck of the country. It was only just to the people of Canada that they should have a chance to talk it over, and see what course should be pursued. The other was a reascning. It was sentimental exaltation that has inspired this enter-Mr. Blair then spoke of the skill with

which Sir Wilfrid Laurier had succeeded in working on the anxiety and sing the fears of his followers. He nad succeeded in convincing them that the country was confronted with a yawning abyss, that it was on the verge of a precipice into which it the ministry. It would be quite a task After having brought them to the under any circumstances to condemn yawning precipice, Sir Wilfrid told them, "We have been able to save you from this disaster; we are going to

portunity to exonerate Sir Wilfrid judgment of the house and country on this point. After having had priviwith a large number of American railwith having made suggestions ways depending on Canada for traffic and silently continued to act as sions. Why at this date, asked Blair, impetuous rush, when we feel that we

Why was this argument put forward? It must be because there is an absence of real, good, substantial arguments vised to ensure to the people of this to sustain the case that his honorable friends feel that they are called upon to appeal to prejudices, and arouse the passions of the people of Canada in order to put through a measure which ly asked aid for the road from North upon merits they would have no hope

ament, and it might well excite statement that our conditions when ger of suspension and other dire evils statement on both sides of politics. this road is built, if it ever is built, threatened the country. He ventured will be any different from what they the opinion that there was not a minseed by the singular ability the are today? What foundation for the statement that we are imperilled by of parliament who fe't that justice reason of the possible action of a frenzied people if frenzy should ever seize the inhabitants of the American republic? Canada now had a railroad which traverses this continent, and railroads in the province of Quebec, ooth of which can be made use of, and there is no need of going across American territory even if any of these fancied restrictions were imposed by the American government.

HE WAS LOATH

to acknowledge to the world at large the first leature of it to which Sir Wil-frid Laurier had addressed himself was to the charge that it was being press-ed with undue haste. Laurier had not at time had not been taken need to protect herself against any deration, that the government such action. He did not think there was any such thing as the question of bonding privilege. He trusted and hoped no man's judgment in Canada was going to be influenced, in considted that they had rushed headlong into ering this measure, by the fact that this bogie, bonding privilege, had been

The next leading proposition put forward by the premier was to be an alltell us, wait, wait, wait; to those who | Canadian route and that it was a naional and commercial necessity requisite for the commercial development of Canada. If the people were to accept this inference and this argument their judgment would be unquestionably misled. There is already a ocean, one part of which at any rate

There was one such line now, subtomorrow, but of today, and winding stantially there were almost two. The up with a petition to heaven that we real truth was that the premier had shake off when the Intercolonial found the ground as to a transcontinof marked ental line on all Canadian territory

non. first minister, "said Mr. You might build a sentimental line, an elaborate justification of the policy "that while it might not be as but you should call it such. If you are of government ownership, but there is marked and rapid growth poetic it would be quite as accurate building for commercial purposes, you had been a marked and rapid growth to say that Senator Cox cannot wait." should say so; but the premier did not of public opinion in favor of the exten-This statement was greeted with appear to be entirely willing to eall the

and with a liability really somewhat larger.
Another reason advanced by the

ing out for another transcontinental On this point Blair declared not heard any very great outcry for another transcontinental line from ocean to ocean. He did not know whether that cry had reached others, but at all events it had not reached It was barely six months since this question was first mooted, and But because that was the fact with that was not a long time. For nearly every portion of that six months parliament had been in session, when the all extensions, because the more protime of the ministers was taken up, eason when persons should endeavor the C. P. R. were barred because owmoment would show how reasonable through Maine, the traffic had to go by the suggestion was. Bonding privilege up to that time did not impress 259 miles further from Montreal than The imperious need of an all transcontinental line had not forced double as many cars over the I. C. R., itself upon anybody's mind up to that by reason of good track and equipment time. But the contract had now been entered into between gentlemen representing the Grand Trunk Pacific and the government, and parliament was given either the alternative of swalow the entire thing or refusing it.

BLAIR ASKED

whence came this irresistible pressure which says that the government must drive this scheme through now. It was never mooted, and the took no action until the Grand Trunk conceived it to be in their interest that such a project should be liberally aided by parliament for them. That was the secret of the scheme's origin. All other considerations fell upon unheeding ears. There had been no demand for such a railway from British Coambia, the West, Ontario, Quebec or the maritime provinces. There had been press agitation, Blair said, before form agitation, no discussion in parlia-

ment, and no demand from members urging the government to take such a It was misleading, therefore, to say that the cry of country led to Blair pointed out also that when the cheme was first suggested, the Grand Trunk did not ask for the railway which is being projected. They mere- and unbusinesslike measure. (Oppo-Bay to the coast. These other features

had apparently become necessary be-What foundation was there for the cause bonding privileges were in danister in the government, or a member could be done to magnitude during the present sessiof parliament. "The whole proposal stands ill cor sidered," declared Mr. Blair. It might be found that after this policy ha been allowed the government has committed a huge blunder and a grea

mistake. They might find when it had gone on that it should not have gone on, and that mature considera tion should have been given it. Mr Blair admitted the necessity for western road. He pointed out, however, that the government this ses sion had guaranteed the bonds of the road owned by Messrs. Mackenzie and Mann after two years' consideration. If the government really wanted to secure a road which would guarante freight to Canadian ports, they should have continued the Intercolonial to Georgian Bay. (Long and continued

opposition applause.) That would involve governmen ownership, and he appreciated that many of his former colleagues were oot in sympathy with that movemen He regretted the unfortunate visit of Sir Wilfrid to Depot Harbor. It had left on the premier's mind an impression fatal to government ownership which no amount of argument would erase, Others had not visited Depo Harbor, and he could not explain their opposition in any other way than by thinking that when they were in opposition they had become imbue with feelings of antipathy towards the I. C. R., which they could not now been extended to Montreal. Blair had Blar repeated in a tone of market cut from under his feet and had glan Bay, but there were other volces mier mean by a flood tide that leads brought forward the bonding privilege more potent than his which would not in view a further extension to Georrtune, and that time does to prevent the ground from crumbling take up this scheme. Mr. Blair said he would not undertake to enter upon You might build a sentimental line, an elaborate justification of the policy tumultuous opposition applause, line either one or the other. Unless ership. (Applause from opposition.) sion of the policy of government ownvas directly in its favor

IF THE LIBERALS HAD BEEN

ANXIOUS hear the wishes of the western country they would have heard that possible. no policy would commend itself to their judgment so heartily and enthusiastcally as one to give them a governline from ment owned railway through their country. Laurier had spoken of the disadvantages of the Intercolonial, and probably what he stated was corportant legislation on his hands. colonial. The I. C. R. had had to confifty years—two generations. They Under the circumstances, was this a test with the C. P. E. Last year when would say that we have put some very to take up a proposition of such enor- ing to the cattle embargo they could earthly use. There can be no advantnot carry cattle, as their the I. C. R. Although St. John was the C. P. E. route, yet they carried railways would use this road in common. (Opposition applause.) in less time than the C.P.R. He claimed that the I. C. R. could hold its own with any railway. His idea was that

shipments should be taken across the lakes, and this could be done for fully six weeks longer than by the system of t. Lawrence canals. His first desire hen was that the government should take over the Canada Atlantic railway and make it a part of the Intercolonial system. The Canada Atlantic could be got on reasonable terms, and with a moderate expenditure of money the Intercolonial could be extended to Depot Harbor, running through our own territory, picking up traffic where people wanted to have it picked up, and giving us an outlet and gateway through our own ports. (Cheers). In addressing himself to the present scheme from Quebec westward, he was not going to say it was a project which had not much to recomm would not be opposed to the immediate construction of that line if all the necessary information was forthcoming. He would heartily favor the construction of a line by the government and its operation by the government, ovided they had taken precautionary steps to make immediate investigation and due consideration instead of plunging headlong into an unwise sition cheers). Necessary information could have been secured in a couple of rears at the utmost, and two years is no great time in the lifetime of a people, but as the government was plunging into this matter now we might ask what was going to be the outcome. If it should turn out that the settlement could not be supported, if there was othing to attract traffic, if the reources were not such as to make it orth while to open up the country,

government was making. (Loud oppotion cheers). He was entitled to ask, as every member of the house was entitled to ask to have the evidence before him and to be satisfied he was not committing a grave error which would tell disastrously on the future of the country. People did not know, they had not been informed, and therefore project should wait until they had been informed.

then what a calamitous blunder the

MR. BLAIR THEN REFERRED

to the first page of the bill, wherein, as a special feature, is set forth the necessity of a line to be used as a common railway highway. This was the fundamental basis of the scheme and was used to convey the specific idea that the transcontinental road was not be a railway owned by a corporation, but a government railway, available for all other railways which might desire to use it. The prime minister himself took this view, because in commenting on that clause regarding running rights, he had said: that under this agreement an Intercoionial train can leave St. John or Halifax and proceed all the way to Port Simpson. Mr. Blair regarded this as evidence indisputable that this whole project had been undertaken without sulting anyone who knew the firs thing about railway business. Such a of running arrangement was a railway impossibility, but there it was in the contract just the same. He beleved that if the government had con sulted the general manager of the Grand Trunk railway, he would have pointed out to them the utter absurdity of any such arrangement. Fancy

The experience of the I. C. R., so far eat and sleep, to change engines and from militating against this policy, so forth. It would mean that every railway using the Grand Trunk Pacific would have to have its own restauants, its own engine houses, and its own rest houses for its men. It would e very comfortable, but of course im-

The only practical way to conduct such a line would be for all the companies using it to agree on a ommission who would provide all conveniences. Running rights could only be given for short hauls and it was an npossibility to talk of giving running rights over thousands of miles. Whatver advantages great or small might ome from government ownership, he pelieved these advantages were greater than some people supposed, but they could not be secured unless the govnment also operated the line. stead of doing this they were handing fine clauses in the contract. It is no age commensurate with the loss of independent hands. It was perfect misleading the people, to try to make them believe that various

THUS ONE BASIS

which the project was being pushed forward with such terrific speed was absolutely opposed to the basic principles of railway operation (Opposition applause). On the other commission to operate the road which had no interest in compet-inig railways would have the confidence of all railways. The only way they could use it would be to bring their loaded cars to the point of intersection and hand them over to the on managing the road, who would transmit them to their destina-

Dealing with the prairie section Mr. Blair said a curious condition of things had developed in the project that the principle of government ownership was abandoned there. He failed to understand the move himself. He failed to reconcile the government's action with anything calculated to serve the welfare of the general public, and it was the public for whom they were acting. The suggestion that the new road immediately attract to that country millions of people was, Mr. Blair declared, a complete illusion. If the government had not information on that point they could have, they night have, and should have enquired. As to the question of location, Mr Blair said he had not heard it stated that the Grand Trunk Pacific had assurances that it would be allowed to and Mr. Blair left it to the sense of run its railway south of the Canada the house whether under such circum- did not ask for it, and would not ask Northern and through railways alstances the survey would be as accurfor any railway to destroy other railstances the survey would be as accurlieve that statement, but if true, he was prepared to say unhesitatingly the route as would one made for the that a railway building into that terri- government. (Laughter.) Even then fulfilled. He claimed that traffic ar the public exchequer for one dollar guarantee. It would be an outrage on the people of Canada that government assistance should be given after the vestern country had been developed and settled. If a company wished to build it should do so with its own money and it should not get one farthing from the treasury.

Parliament had been told by the

orime minister that this was a country of teeming activity, but why not wait until it was teeming to the extent that the people demanded more room. This brought one again to the question, This brought one again to the question, why were we rushing into this project as if the very life and existence of Canada depended upon it? Was there canada depended upon it? Was there dark cloud that the ratification of proposition is totally and absolutely this scheme was going to lift? If so, he did not see it. If there were a crisis he did not see it. If there were a crisis parliament would like to see it. If it brought to bear upon the electorate of St. John and Halifax. The government this country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them could do no good with the country that could make them c omebody might have it in his pocket. Justify the outrage that is proposed to the temporary good while the money If so let him produce it. (Laughter). This country had been in blissful continued opposition applause). He inancial aspect, Mr. Blair estimated asked how long it would be before the Quebec-Moncton line at \$35,000 as was in the midst of a crisis. (Laughter). It was said that unless this ment and they would be told they had teten millions from Quebec to Winnis proposal were accepted it would be to made a useless... expenditure, whose our unspeakable and irrevocable re- only effect will be to sacrifice the road mile, the cost would be forty-nine mily gret. He was free to confess, however, that he had heard something of that kind in an auction room. (Laughter). Canada would stand far higher in the

ter, she had moved with judgment and had not today a friend in the whole After pointing out that the amount He now came to the consideration of the branch from Quebec to Moncton. His objections to the Moncton branch had been stated in general terms in his letter to the prime ister, in which he had spoken of it as against it, no matter by whom it was was to be held by the Grand Trunk paralleling the I. C. R. He trusted attacked. Mr. Blair repeated that he company, which was to be the same that in speaking of paralleling no one did not know why we should have this red-headed boy as the G. T. Pacific. It an Intercolonial train starting out ing equal distances from that road all ed that a board of frade at Moneton pany. The shares would be provided from Halifax or St. John and going through to Port Simpson over this national highway without a stop! Or would the train proceed by degrees, stopping at intervals to give time to

Apure hard Soap

would build another railway out of its bring an additional pound of traffic to own means and dismantel the great Intercolonial, deplete it of its business and destroy its prospects, so that its future would be materially. prejudiced and impaired.

"For this duplication of the Intercolonial railway from Quebec to Moncsaid Mr. Blair, "there is no necessity, no reason, no end, good, bad or indifferent, that is to be served.

IT IS ABSOLUTELY USELESS. It is an absolute waste of public

money. It not only means the destruction of the I. C. R.; it is a sheer, Mr. Blair said he spoke strongly because he felt strongly. For seven years he had been striving to give the I. C. R. a better foothold. Now it was ter from the ministerial benches only make former expenditures less useful and less effective, to make the Intercolonial railway less valuable and to of the Intercolonial railway staff into injure the interests of the people along the line. These people had lived there to the effect of the consequence upon and had enjoyed the service which that railway of this new policy of ed these conditions to continue, but ficials of the Intercolonial railway they were now told that for the purpose of carrying out a scheme, the purposes of which he (Blair) was unable to define, they must be relegated to a purely local road. "They are swept away without a particle of justification," said Mr. Blair, "in addi-

tion to a waste of public money." "We are not only reversing our policy," said Mr. Blair, "we are condemning the policy which we have followed for know. He the past seven years. We are not one would be more pleased to sed ing condemnation in letters which can never be effaced. The government did not know what they were doing, and they did not care what they were doing. When was parliament first informed of the Moncton extension? Not antil it had come before parliament and was discussed in committee." Mr. Blair explained that the original pro- shortest and cheapest posal to build that end of the line, according to his information, was that ject and design of the scheme they in making it the opponents of the whole bill hoped it would be defeated because the suggestion was too monstrous for anybody to follow. A few ocean? Mr. Blair spoke of the great days only was necessary to pass an order to discover this essential ingredient to this grand transcontinental

t had not been discovered? Mr. Blair said that he knew nothing make up the balance in cargoes. In about the section from Levis to New this respect St. John was superior to any other seaport on the Atlantic. If that the government did not know the government wanted to take the anything about it, either. He had a shortest route, why did it not take the suspicion that if they proceeded with shortest route? Why did it not go dithe construction of the road as now rect from Levis to St. John, a distance stated, it would be the end of that of 428 miles, rather than to Moncton, grand all-Canadian transcontinental which meant a further journey of 170 idea, because before they got through miles? they would find that the line had to slip into the United States and then out again; that it would have to be ness interests, no necessity grounded on business interests, no necessity grounded ness interests, no necessity grounded on business interests. built for some distance on American territory, in order to make the route Canadian line. Why are you going Canadian line. ired the prognostication that this to tell the western people part of the road would not be built by are showing them the shortest and any such route such as that which was speediest route? If you are not going laid down by Sir Wilfrid Laurier. There would be a railway crossing say so. Haul down your flag at once rivers and heights at right angles which would cross the great watershed dividing the Gulf of St. Lawrence from the waters on the west. The difficulties of such an enterprise could easily be imagined. Laurier had quoted from the survey made by Mr. Davey to the effect that the proposed route mean the saving of 120 miles between quarters of a million, which would Montreal and Halifax. This survey had been made by Mr. Davey

FOR A PRIVATE COMPANY, desirous of getting government aid, ate or show all the disadvantages of this survey showed a distance of 759 rangements with the Intercolmiles from Montreal to Halifax, while the I. C. R. was only 836, so that even by Davey's calculation, the saving was only 77 miles, instead of 120. (Opposition applause.) Under the circumstances this saving would be no advantage because the I. C. R. was exceptionally favorably situated for trafwith its easy grades, as was shown by the fact that it could carry traffic 259 miles farther than the C. P. R., carrying heavier loads, and yet make "What is the use of talking," con-tinued Mr. Blair. "Any man could

unjust. The people will not stand it. be perpetrated upon them. (Loud and was being expended. Coming to they already possessed. Mr. Blair declared that he stood emphatically against this failure of the 000,000. Added to

estimation of financial men if, in deal-ing with a proposition of this characteristic part of the cha scheme. It appeared to him that the antee of liability in connecti way, built with the people's money, ministerial ranks. But why should it the company was to spend on the not? For himself he proposed to stand prairie and mountain sections was by the Intercolonial so long as he re- \$7,750,000, Mr. Blair asked what were mained in public life, nor would he per- the company's resources. mit that railway to be defamed or millions of depreciated without entering a protest equipment, \$25,000,000 common stock

THE PEOPLE OF MONCTON

ought to be told that instead of be as it is now, a great railway equipped with splendid workshops would be side-tracked and those shops would be dismantled. If Grand Trunk Pacific was not going be a failure that certainly the result in Moncton. road or the other would have to sacrificed. Was the government going to sacrifice its infant babe? He thou not. It was the poor Intercolor railway that would have to pay piper. He was positive that one the first results of the construction the Grand Trunk Pacific was that one third, perhaps one half, of the n now employed in the Moncton only want knowledge. (Cheers).

convinced him that his late colleagues was exactly what he stated. Mr. Blair insisted that the workshops at Moncton would be dismantled, There would be no Grand Trunk Pas cific workshops there, and the people of Moncton should fact, as the proposed scheme would be most injurious to their interests. What question Mr. Blair said he did not

Halifax get a fair share of traffic, but he could not see how Halifax would be served by the Grand Trunk Pacifid railway. There would be no more traffic over the two lines than over the one existing line. Laurier in introducing the bill had said the government's object was to have a railway that would give the Canadian people the had not carried it out. Why to Moneton, asked Blair, if the qualities of St. John as an ocean p and showed how it was capable of What would have happened if round, he said, and had one staple expansion. It was open the year

> to give them the shortest route, do not and say it is not a commercial line we

EVENING SESSION. After dinner Mr. Blair spoke of the

effect on Intercolonial competition to the projected lines. The result would be a deficit of half a million, or three have to be borne by the natuoial treasury. Turn it right and left, outside and inside, and it fails to present a single redeeming featutre. There could not be found in N. B. a man who would invest a dollar in the line as a commercial enterprise. New Brunswick way property. The country would have to wait till the crack of doom to see would be the best way to secure an exist for the Grand Trunk. Even if the traffic had to be carried at cost it would be better than to spend 15 or 17 millions in building the Quebec-Moncton line. He did not believe such a proposition had been made to Mr. Hays by the government or it would have been accepted. Referring to Laurier's speech saying that the scheme was not to be tested as a commercial enterprise, Mr. Blair asked how else it should be judged. of the west would have to regard it if it was to move their grain to market.

If the government wanted to spend 16 millions for the maritime provinces it should have spent it on reducing the grades or the Intercolonial, and on im proving the facilities at the ports of Moneton to Winnipeg would cost \$65,-

by the bonds. The governm

(Continued on Page Seven.)

SPEECH OF G M. P. for Kings Co., or Debate in the Hor Falled to See in the Agre

Connection with the City the Intercolonial Rail

[Concluded.]

Mr. Morin-I think we are wasting

bur time in the house by this discus sion. In the first place, to whom are ernment which does not know what i wants. Have they got an engineer or map or any one that can tell them what they want? The other day the had to read. Previous to that he had written to the ex-minister railways and canals (Hon. Mr. Blair) and all that he wrote was not based on any reliable information He gave the distances from place t place, and I can prove that his figures were not correct. We are thus all discussing this matter in the dark. Why does not the government postbone this bill for another six mor mout engineers with instructions to ru line from place to place and find out the best route. Until this is done w are not in a position to intelligently cuss this matter. Each hon, membe talks in favor of his own county wn, and what is the government do amidst so many contradictory an nfusing suggestions and opinions Take the hon, gentleman who is pr noting this bill. He has frankly told us that he does not know what to do or what to say. He is simply the proter of the measure and does not care how it goes. Not long ago I was talking with a gentleman and he said to me plainly: "We are in the hands of the Vanderbilts, the Morgans and the Hays." He told me as plainly as possible—this was six months ago would be built whatever way Morga and Hay and Vanderbilt and there was no use of our thinkin that we had any say in the matter. the government going to throw itself into the hands of the Morgans, Hays llows itself to be dropped into such a mud hole, you will see American engineers over here bringing their own men and running that road whereve they choose; and if anybody else interferes or writes to the government pr esting against this as not being right, the government will be as dumb as ar pyster, and the first thing we know the road will be built just where Morgan wants it. It is time for us to have a little light thrown on this matter and while I have no intention of tak ing up the time of the house any longer night, I shall have something to say

Mr. Emmerson-I made a statem not long ago with respect to the distances. I wish to verify that by giving fiere to Connors Station is 130 miles. Mr. Hughes (Victoria)-Where does the hon, gentleman get his figures? Mr. Emmerson-From the railway

Mr. Hughes (Victoria)-There is no survey in the department of any such Mr. Emmerson-I secured the figures Mr. Hughes (Victoria)-They guessed

them. There are no such figures in the railway department. tion with a railway which was projected, and incorporated under the laws Mr. Hughes (Victoria)-I know all

Mr. Emmerson-I am giving the hon man some information. The distance from Chaudiere to Connors Stamile; I won't add a mile. Mr. Morin-The hon. gentleman (Mr. merson) is right-Mr. Chairman (Mr. Logan)-Order.

Morin-I was only agreeing with what the hon, gentleman said. gentleman to order. Mr. Emmerson-I thank my hon nd (Mr. Morin). I want somebody to help me out. The distance from from Edmundston to Nashwaak Bridge is 123 miles; from Nashwaak Bridge Chipman, 33 miles; from Chipman to St. John, 66 miles; total, 383 miles from Chaudiere to the city of St. John. Now, to St. John from the same point by way of the Intercolonial is iles. That makes a difference of 204 miles. My hon. friend from Kings (Mr. Fowler) says that, instead of departing from the main line at Chipman, you should leave the main line at Edmundston and build down the valley of the St. John, although there a large system of railways over that route now. I am going to show that the distance would be greater from Chaudiere to St. John by the route the hon, member for Kings proposes than by the other. From Chaudiere to Edmundston is 162 miles. I am now givng you actual distances. From Edmundston to Aroostook Junction is 67 miles; Aroostook Junction to Woodtock, 53 miles; Woodstock to Fredericton, 60 miles. That makes a total of 332 miles from Chaudiere Junction to Fredericton over a located railway.

Mr. Emmerson-If it makes 345 miles am willing to take that. From Fredricton to St. John is 66 miles, making a total of 398 miles from Chaudiere to t. John by the proposed route of my whe hon, friend from Kings. By way of all Chipman it is only 383 miles, or 15 is miles in favor of the Chipman route. friend will not hold water in the light Fre of these facts. Hon. Mr. Haggart-What is the dis-

tance by the Intercolonial from Levis, that or from Chaudiere Junction, to St. to John?