thought of him at all-and he was "unavoidably pre-

of Jim Breakspear's extreme which would have made earably conceited, he was ow, and that was the way y. She would have a right she thought about him he hardly believed that she about him much. She was nd handsome, and had so aps dangling round her, f them more important in than an ex-cowboy and Yeomanry. Still, he would his evening, and she would orning. Perhaps he would flowers, too

taking out the photourl and looking at them ned to him that the girl's at first. Life would hardly nless he were doing all ving heaven and earth-to

had thought and smoked for eked the contents of the their old places, with the photograph and the Even the grim death-mask its napkin and its paper Then he pushed the portdeep wardrobe built into locked the door. The key his pocket. It was not er to Miss Oakley-a short ically saying how sorry he e able to see her as he had

ull dining in even the best and Breakspear was in ing to some restaurant he felt that it would be il to his mood to stop at it was getting on toal dinner hour, and he had s; but his landlady and his ok were accommodating lmired him immensely ave done anything for him, ware of that), and he would ore than a cutlet or some-

and made his request to answered the bell. He ner\_at eight-anything anwhile he was going out was to post Miss Oakley's

her some flowers. He did ther favorites were, but xpensive-looking girl, the no made a man feel she best, the things which oney, whether they were ngs or not. Owing to the ot yet begun to blossom erefore it was not to be Jim bought quantities of d dozens of pink and pale If a peace offering were ped that the big box he untry house near Brigh-

ing for dinner, whether alone or in company, and hight with the photograph propped up against the hich he tied his necktie. ad bought Miss Oaklev's ome for the picture, to be easy to choose for Miss Unknown, whom he boyish way, he was en s guest. She was not of would like things because money had been spent t last he had selected for owers which he himself held in the photograph. put the lilies in it. The the table already set and when the depressed and brought in the desired rted. Breakspear poised

a gold frame for it to-morhimself, "One of those with turquoises studded all at I saw in Bond street the It wouldn't be too targe in one of those frames, I must always keep it In't stir out of the house it with me. One can't tell. what might happen." eyes on the photograph, he

of wine to his lips. beautiful princess." he ex-"and to my own luckyou. Luck to win you," to finish, when a knock oor. Hastily he set down -so hastily that a few red his hand went out to snatch graph, which was far too seen by the eyes of a stunid

knock to be answered. Bethe photograph in its frame with a frown of vexation, lood rushed up to his fore ave. It was not a servant the threshold. It was the thers in the world whom be continued.)

patient one outside did not

## HERIFF SHOT.

nn., Aug. 6.-Sheriff L. n, of De Soto county, Miss. this city to-night for on, having been shot and ol duel with County Surand Moody were both carthe difficulty grew out certain charges against

imbed to Wounds. enn., Aug. 7.-Sheriff L. n, of DeSoto county, Miss., ight here for medical atto-day. Williamson inded in a pistol duel at iss. Moody has been spin-the sheriff to prevent violCanada's New National Highwa

The Speech of Sir Wilfrid Laurier in the Dominion THE House of Commons on question we feel that our position is ab-House of Commons in Submitting the Bill For Transcontinental Railroad.

solutely safe and secure, we feel that it corresponds to the beating of every Cannier, Sir Wilfrid Laurier, inadjan heart, though there may be a ference of opinion with regard to the adian heart, though there may be a difroduced a bill entitled "an act to provide for the conmethod we have employed to secure the struction of a National Transaccomplishment of the task we have in mental Railway," and in doing so deview. (Cheers.) As this measure is of the greatest im-Reasons For Government's Policy.

red a speech lasting several hours.

speech is published below.

Voicing a Deep Sentiment.

edge it is in my power to give at this

moment, in order to satisfy a very legiti-mate curiosity. (Cheers.) First, sar,

dress myself at once to a question which

has come to us from different quarters, and which may find an echo outside as

well as within this House-why this new

Why should parliament be called upon to

cated? We ask parliament to assent to this policy because we believe nay, we

feel certain, and certain beyond a doubt

-that in so doing we give voice and ex-

pression to a sentiment, a latent but deep

entiment, which is to-day in the mind,

ean to the shores of the Pacific ocean,

and to be every inch of it on Canadian

necessity. (Loud cheers.) That such a

and a commercial necessity; that it is a

it is a request of our commercial develop-ment, is a proposition from which up to

this moment I have heard no dissent. (Renewed cheers.)

Time For Action.

the debate. The first of these objections.

who advise us to pause and consider, and

our answer is. "No, this is not a time for

The flood tide is upon us that leads on

The Duty of Parliament.

We say that to-day it is the duty of

he Canadian government, it is the duty f the Canadian parliament, it is the

ity of all those who have a mandate

m the people, to attend to the needs

ntry, to give heed to that condition

and requirements of this vast growing

assent to such a policy as is here indi-

Why this expenditure:

erhaps it would not be amiss if I ad-

Sir Wilfrid said:

ance to the Dominion, a full report Sir, we recognize that upon this ques tion of policy there may be an honest and honorable difference of opinion; we know that there have been already such differences of opinion, honorable and honest, because it has been our misfortune to lose one of our colleagues upon this question. But we recognize, however, that the restriction of the Restigouche river; at the Restigouche river to Chaudiere Juncture to Chaudiere to the line strikes to the line strike to the line strike to the line strike to the line strike to th introduce a bill entitled "An act to de for the construction of a Narailway. Transcontinental Transc The first provides for will be my duty to present to the House line makes a long loop towards the commission to be comthe creation of a commission to be com-bosed of three members, and to be em-policy which we have adopted and the semi-circle, and the distance covered by posed of three members, and to be emplowered to build a certain portion of the railway which is mentioned in the bill, the title of which I have just given. I the title of which I have just given. I the title of which I have just given. I the title of which I have just given. I the people the full benefit which they would serve any good purpose to go have a right to expect from it, should railway in a direct course from Lev's to minutely into the provisions of this part extend westward from the heart of the Moncton, it would be possible, I believe, of the bill. They are such as are to be found in bills of this character, to empower commissioners to do a certain work, and they define their powers and work, and they define their powers and such as a company of the suc their obligations. The second part of the bill provides for the ratification of a contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such a road should be considered in the contract which has been entered into be-ficient that such as the contract which has been entered into be tween the government and certain gentlemen now seeking incorporation under the Pacific ocean, and a good many who opname of the Grand Trunk Pacific Railpose this scheme pretend that there is no way Company. This bill will have to be way Company. This bill will have to be supplemented by resolutions which I will place on the order paper, to conform with our rules of procedure in such cases as answer which we have to make to this objection is plain, obvious, categorical, The House has been impatient, and peremptory and paramount; the answer out unnaturally, to be informed of the

we have to present with regard to the building of another transcontinental railway. It will be my duty now to inform the intercolonial Railway. The Intercolonial Railway. The Intercolonial was first conceived as a military road. It was built and House, and to give it all the knowllocated for political reasons, not from any commercial considerations. Far be it from me to cast any aspersions upon the judgment of those who conceived and earried out this very useful enterprise. But if the truth must be told it must be said that those who conceived and carried out the Intercolonial added to its ength, to its normal length, several hundred miles. (Hear, hear.) I will not quarrel with them at this stage. The reasons were political, and they were asons we can all understand. If that railway was located where it is to-day it was simply because it was desired to give facilities to the groups of populaand still more in the heart, of every Candi adian, that a transcontinental railway to extend from the shores of the Atlantic the St. Lawrence, Far be it from me to blame the judgment of those who carried out that enterprise, but the action which they took affords us a lesson which we should not forget at the present time. The action which they took is a lesson road must be built; that it is, in the language which I have used, a national to us who are to-day entrusted with the corollary of our status as a nation; that of the people, that in building a transcontinental railway we have to build not only for the time being, but for the morrow as well, and not only for one locality, but for all localities. (Hear, hear.) Sir, the men of 1867 built for the condi-Exception has been taken to the lm-ediate necessity of building such a but we who live since then, we the men road. Exception has been taken to the policy which we have to suggest for the nediate construction of such a road; only for that condition of things, but also but as to the idea itself, I have never for a condition of things that we see heard a word of opposition, nor do I believe that such a word will be heard in looming up in the near future. (Cheers.)

Outline of the Route. The line which we propose will extend a road, can be disposed of, I believe, with | from the Quebec bridge down on the single observation. To those who urge southern slope of the mountain, which upon us the policy of to-morrow; to those who tell us, wait, wait, wait; to those Bellechasse, Montmagny, L'Islet, Kamouraska and Temiscouata, up to the town of Edmundston. At the town will know the reason, you will find it in mons in the years 1880, 1881, 1882, 1883 ports of Portland and Boston, in the stification, not only for the scheme which we propose, but it is one of the ustifications for it which did not exist in 1867, and which exists in 1903. things. (Hear, hear.) We consider at it is the duty of all those

A Devious Line But we will be told-I know we have sit within these walls by the of the people to provide imbeen told already—that by building such iate means whereby the labors of a line we are paralleling the line of the se new settlers may find an exit to Intercolonial railway. I have already ocean at the least possible cost; and taken issue with my late colleague the and for those who toil in the forests, Mr. Blair) on this point, and once more tive or their adopted land. Upon this Baie des Chaleurs; that when reaching colonial was placed where it is for poli- fined to the provinces of Nova Scotia or own coast and our own ports in the

it is no less than 488 miles.

Blunder of British Diplomacy. If it were possible to have a line of

the waters of the Baie des Chaleurs it tical reasons. Certainly, those who built Prince Edward Island, or the province ment to trade, and even to the comparatively small trade of Canada at the time. (Hear, hear.) An agitation immediately commenced in the Maritime provinces, in the province of Quebec, and even westward in the province of Ontario, to have a shorter line built, between the centre of confederation and the eastern port of Canada.

Brummer Summer Summer warmen Sug

stated that it is proposed that this ritory, in the state of Maine. The resofected, and we will have the satisfaction of finding that we have the comtrain commenced to run upon it, when it was discovered that the long route which had been followed was a serious impediment to trade and own to the development to trade and own to the development to trade and own to the development of the line of though more has been accomplished in recognized, and has been recognized from the development of the country, in the the first, as the first duty that we owe development of the trade and business the country, and that is to be obtained of the country through the agency of the by the construction of a national line Intercolonial railway than any person of railway, the closest possible intercom-on either side of this House a few years munication between one section of our ago supposed to be possible, still we have country and another. The great disfound we were too heavily handicapped advantage under which Canada has by the distance, and we have been driven labored, if it may be regarded as a disto the conclusion by the force of circum- advantage, was the remoteness of im-Previous Agitation Recalled.

Stances and by the practical results that it is impossible for the ports of St. John Those who were in the House of Com- and Halifax to compete with the nearer regarded it as a first duty we owed to regarded it as a first duty we owed to the country to endeavor to remove and obviate that as far as possible by diminishing the distance between all the important points of communication in the province several sections of our country, thus of New Brunswick. We therefore debringing them as closely as we could to manded, before the policy was adopted gether. Not only commercially, but so- to run that line of railway across the cially, the greatest possible advantage state of Maine, that new surveys should may be fairly expected from shortening be made, so that we might come to a the distance of intercommunication be-tween the great commercial centres of arrive at a more proper decision. Again,

An Important Omission, Now, sir, continued Sir Wifrid. in the state of Maine, Now, sir, it has been this long extract which I have read | more or less in the air for the last twenty from that important speech of Sir Charles Tupper, the central idea is that the mode of communicating with the Maritime province ports over the I. duty of the Canadian parliament and the Canadian people to at once provide for a shorter route of communication. tion between the west and the east. This policy was never dissented from: it was accepted immediately, but I would call the attention of the House to one thing which is noticeable, which perhaps escaped the attention of gendid not escape our attention when we were sitting on the opposition side of the House. It is noticeable that whilst Sir Charles Tupper lays great stress upon the fact that our particular has been stress when the fact that our particular has been stress wankers. Harvey Fredericks and the wankers Harvey Fredericks and the stress wankers harvey Fredericks and the stress wankers harvey Fredericks and the stress was the stress was a stress to the stress was a str tlemen on the opposite side, bpt which upon the fact that our national har-bors are to be found upon Canadian isbury." It was supposed that these bors are to be found upon Canadian territory, and that we should have a shorter means of communication between St. John and Halifax, he especially avoided any reference to the equally great necessity that the line of my motion, to point out that these words. railway should be on Canadian territory. (Cheers.) Sitting as we were on the opposition side of the House, we suppose that they were genuine, that were not slow to call attention to this omission. We called the attention of were a blind, and I expressed my opinion the government to it, and as we re- accordingly. ceived no satisfaction then. I. sitting n the seat now occupied by my hon. friend from Jacques Cartier (Mr. friend from Jacques. Cartier (Mr. Monk), moved the following amend, ment, because we had reason to believe that which actually turned out to be true afterwards, that it was the inbe true afterwards, that it was the intention of the government of that day not to build the short line of railway upon Canadian territory, but upon American territory. I moved: "That the said resolution be not now read a of money, of \$250,000 during twenty back to a committee of the whole, with ower to amend the same by providing that the route for the line of railway salisbury, and if that is not secured connecting Montreal with the harbors there will be no subsidy given. We must

years is provided should be subject to he approval of parliament." What the Conservatives Promise. What the Conservatives Promise.

I am sorry to say that this motion of mine was defeated. If it had not been defeated, if the same discontinuous defeated if the same discontinuous defeated if the same discontinuous defeated in defeated, if the policy which was there were introduced simply as an afterenunciated had been implemented, prob thought, because this promise, which ably it would not be my duty to-day to was made solemnly on the floor of parask this House to vote money for the liament, and on which the faith of parbuilding of another transcontinental line liament was pledged, never was implebetween Quebec and Moncton, for the mented; and the line through Harvey, line would have been upon Canadian territory. (Cheers.) However, the motion built to this day. (Cheers.) Whatever was defeated, and in order to obtain the may have been the reasons which milimajority of parliament to vote against tated against the government implementthis motion the government, had to ing that promise, so solemnly made the floor of this House—that during ought to attach not only to the word of the following session surveys and explorations would be made competent engineers to discover if we could not have a better route than the one which was indicated, as we derstood, across the state of Maine. During the recess and in the summer of 1884, several exploring parties found in the return which brought down in the session of 1885, being "A return to an address (Senate) resented to His Excellency the Gover nor-General, dated the 17th of March last, praying His Excellency to cause be laid before this House copies of the reports of the various surveys made ed as a government work between a by engineers under the direction of the point of junction with the Intercolonia government for a line of railway connecting Montreal with the harbors of St.
John and Halifax by the shortest and best practicable route, including the reports of Messrs, A. L. Light and Vernon struction of the said railway." Smith on the lines surveyed by them, re ectively, running up the valley of the Etchemin river and from Canterbury N. B., to the northern end of Chesun-

ook lake, in the state of Maine." Short Line Through Maine. Short Line Through Maine. introduced, adopted, put in the shape of the following session, however, the a bill, which was passed and sent to the overnment came down with the policy Senate. But there happened in the Sen-

Maritime provinces, are asking aid, | vious session, that is, the policy to build which will without any question assure a short line of railway, not upon Canathe completion of that. I have already dian territory, but across American tershall not only be the shortest line to lution was introduced by Sir Charles Montreal, but the shortest line to Que- Tupper, and it was in these terms: "Also bec. In fact I believe that within a for a line of railway connecting Monvery brief period-I have stated four treal with the harbors of St. John and Halifax via Sherbrooke, Moose Head Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding \$80,000 per annum for 20 years, forming in the whole, together with the subsidy authorized by the act of 47 Vic., chap. 8, a subsidy not exceeding \$250. 000 per annum, the whole of which shall questions with which I have been dealline for a period of 20 years, or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work.

Well, sir, we took strong exception to this policy, and that exception was for-mulated in an amendment, which I myself moved from the opposition benches and which was in these words: "In the opinion of this House additional surveys requisite in order to a sound decision for the short line railway, and it would premature to aid any line before furtuer surveys had been made.'

What the Liberals Demanded. The surveys which had been made had

not been complete. The line was simply surveyed in a portion of the province of the country and the outlying portions of I am sorry to say that this motion was it." of building a short line of railway across years that the government of Sir John A. Macdonald assented very reulctantly to the policy of building the short line of railway across the state of Maine. There has been a tradition in the air that, however, I have nothing to say. Whatever may have been the reason, the policy was adopted of building the short line of railway across the state of Maine. But, sir, in the resolution which I have just read to the House I want at this moment to call attention to a particular

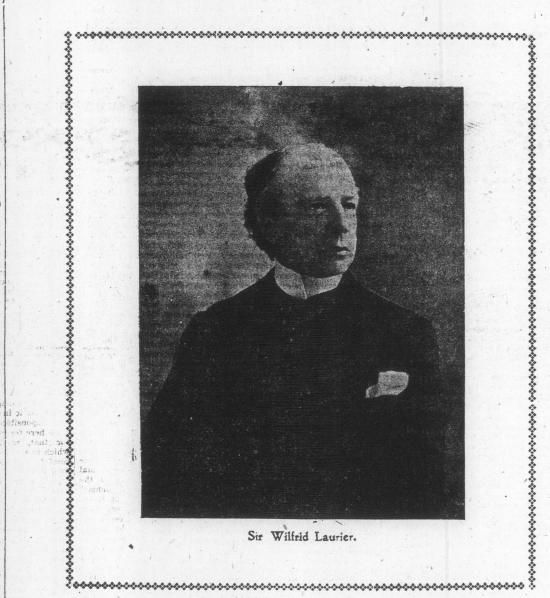
The suspicion to which I gave expresrailway, to take advantage of this vote years, the government will take care to secure the completion of the railway, act in good faith; the faith of parlia-ment is pledged, and we must take care that the money is employed as parlia-ment wishes."

and it made the promise on made with all the sacredness which session government, but to the word of parlia-

by reasons I do not know.

Another Effort Made. It took four or five years to complete the line by way of Sherbrooke and Mattawamkeag. About the time that road was completed in the session of 1889. Sir John Macdonald, under the strong pressure which was brought to bear upon him by the parties whose interests it was to have this railway built from Harvey to Fredericton and Salisbury, in the following effect: "That it is experailway, at or near Salisbury, in the said province, or somewhere between Salis-bury and Moncton, and that the sum of \$500,000 be granted towards the con-

The Senate in Rebellion. This was another effort to implement the solemn promise which had been made on the floor of parliament. The bill passed this House. The resolution was



First of all, how can we say that the line is parallel at all? What is the definition of a parallel line? I could not onceive that one line is paralleling another because they start at the same point and end at the same point, but they only become parallel lines when it is possible for the people living between hese two lines to use either one or the likewise a market may be ex-minister of railways and canals (Hon. does not apply to the present line which ps of the older province. This is our point. If you will look at the map you would prevent communication from one se who acknowledge Canada as their it strikes northward to the waters of the moment ago that the line of the Inter-

Does Not Parallel I. C. R.

a glance at the map, and you will find it and 1884, will remember that almost United States. eration; this is a time for action." level with the system of railways which is the blunder which was made by Brit-The flood tide is upon us that leads on fortune; if we let it pass it may never allway connection with St. John. From line by the Ashburton-Webster treaty. railway connection with St. John. From the town of Edmundston the railway age of our national life, bright as it is Moneton, it is impossible to say at this Moneton, it is impossible to say at the Cheers.) We cannot wait, because the does not wait; we cannot wait, because the does not wait; we cannot wait, because the lost is doubly lost; we cannot wait, because the lost is doubly lost; we cannot wait, because the line by the Ashburton-Webster treaty. (Cheers.) No one can look at the map without a feeling, a sentiment almost akin to indignation. But it is no use to go back to what has been done. We cannot wait, because the determinant of the government has been drawn, as I have said on one or two ocasions before in the specific terminus being in the town of Edmundston the railway without a feeling, a sentiment almost akin to indignation. But it is no use to go back to what has been done. We had to find a shorter line of railway than we then had. The feeling became so accute, the agitation became so strong, that the government of Sir John Macdonal dual to the agitation became so strong, that the government of Sir John Macdonal dual to give heed to it, and in 1884 the following recolution was introduced by Sir Charles. in these days of wonderful development time lost is doubly lost; we cannot wait, because at this moment there is a transport of the cour national life which it would be folly four national life which it would be folly four national life which it would be folly to ignore and a crime to overlook. We cannot wait, because the prairies of the Northwest, which for countess ages to have the best and the shortest lime between Levis and Moncton. This is the line which would have been adopted in 1867, but in 1867 the settlements within the territory which will be covered partly by this line were few and far tribes of red men, are now invaded by the white race. They came last year 100,000 strong, and still they come in 1864, but in 1867 the settlements within the territory which will be covered partly by this line were few and far tribes of red men, are now invaded by the white race. They came last year 100,000 strong, and still the beauting northed through our desire to have the best and the shortest line which would have been adopted and traffic that we follow may involve the construction of a line of railway connecting Montreal with the harbors of St. John and Halifax by the solven was introduced by Sir Charles Tupper, then minister of railways connecting Montreal with the harbors of St. John and Halifax by the shelve we alk shore the follow was introduced by Sir Charles Tupper, then minister of railways connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route, a subsidy not exceeding \$170,000 per an num for fifteen years, or a guarantee of a like sum for a like period, as interest of Maine, and, following that line, we alk know must follow over that the boundary line in the state of Maine has been projected through our territory, with the result that it has death the following man the produced by Sir Charles Tupper, then minister of railways and canals: "For the construction of a like and traffic that when the review and traffic that we alk know and the straines, and to t found upon the other side. It has occupied these fertile valleys, which are impossible under these circumstances, now rapidly settling up. New farms are being established, new parishes are springing up, and therefore this is our railway. (Cheers.) route, that it could not serve th purposes of the growing trade of that time. (Hear,

hear.) Sir Charles Tupper's Views. But, strong as is the admission contained in the resolution, it is perhaps still better that I should give the com-mentaries made on that occasion by Sir Charles Tupper himself to illustrate and develop the thought that is there contained. He said: "Then a very strong other of them. This is a condition which feeling has grown up in the Maritime provinces, and not only in the Maritime the fields, in the mines, and in the soft the older province. This is our point. If you will look at the map you be a distance of 30 miles, which alone cause I believe that from British Columbia. it is immediate and imperative. will perceive that the Intercolonial when grant that it be not already too it leaves the station at Halifax proceeds between those 30 miles there is a chain and in the province of Quebec, there has Heaven grant that by reason of almost directly in a straight line to the of mountains, which it is very difficult been a strong and general sentiment that elay the trade of Canada is not deviated other channels, and that an everigiant competitor does not take to himelf the trade that properly belongs to course to Moncton; that from Moncton alone who acknowledge Canada as their it strikes northward to the waters of the

most important, making a complete line of communication through Canada, and enabling us to have the great ocean termini on the Atlantic as well as on the Pacific within our own borders. From Montreal, Halifax will be brought within 672 miles, and it is found practicable to obtain a line which will bring the port of Sydney, under the effect of

Asked Support of All.

"I have only to read these figures to the House, I think, in order to show

this subvention, within 774 miles. There will thus be saved in the present distance from Montreal to Sydney 219 miles: in the distance from Montreal to Halifax,

which had been foreshadowed in the pre- ate what very rarely happened in those