# POOR DOCUMENT

sults to the interests of Canada then I for one, and I am quite sure the general body of this house, will be prepared ever

quarter that we have got to decide now whether we will go into the undertaking. Mark you, we have now to decide or it will slip away from us to our inestimable and irreparable loss. Well, sir, I have heard expressions of that kind used in some of the auction shops, but I cannot imagine how anyone can think that such some of the auction shops, but I cannot imagine how anyone can think that such kind of argument will impress the mass of the intelligent people of this country. One would think that the credit of Canada at the present moment was such that we would incur a liability of this kind but if we did not incur it at this very moment or if we allowed a year or two to pass by that we might obtain information to enable us to proceed with this project we would then not be in a position to carry it out because we had not decided on it right away. Well, that kind of reasoning is futile to my mind. Sir, Canada will be all the stronger in the estimation of

### QUEBEC TO MONCTON.

### By Paralleling He Means the Proposed Road application. When the transcontinental scheme from I C. R, Practically Destroying It.

"Now, sir, I come to a question which has something of a new character, something rather which is an appendage to the original proposition and which concerns more directly the department of government in which I have been serving. I refer to the extension of this railway from Quebec to Moncton. Let me say that while I do not profess to know anything with regard to these other things and can only conjecture as to what would be the result of them, I do profess to know something about the axtension of the railway from Quebec to Moncton and do profess to know, something about its effects upon the public interest in relation to the I.C.R.

"My objection to this railway being con-

ought not to have competition in any form because it has always had competition and new competing lines have been chartered by parliament and subsidized by parliament from time to time much to its in-

But, sir, I maintain that in respect to this duplication of the I. C. R. by the extension from Quebec to Moneton there is no necessity, there is no reason, there is no object good, bad or indifferent to be attained. (Cheers) 'Yes, it is absolutely useless. It is a total and absolute waste of the public money. It is not only a destruction of the I. C. R. but it is a sheer unjustifiable and and absolute waste of the public money (Cheers.) "I cannot speak less strongly because I can realize, as gentlemen in this house can realize, the efforts which have been made and the successful efforts which have been made during the past few years to improve the character of that railway to the second of the cannot absolute which have been made during the past few years to improve the character of that railway to the second of the cannot absolute which have been made a better steam. made during the past few years to improve the character of that railway, to give it a better standing and a better foothold and to promote its earning capacity as it never had been promoted before."

An honorable member—"What do the

Conservatives say to that " Some honorable member-"Hear, hear." Mr. Gouriey-"You fellows are trying to

Hon. Mr. Blair-"We have expended government proposes to spend \$15,000,000 more in order to make the I. C. R. less valuable and less effective and in order to injure materially the people who live along that line."

them that for the purpose of carrying out an idea, the origin of which I do not absolutely know and the purpose of which I have not been able to discover up to this moment, these people are to be decided because the suggestion was too monstrons for anybody to follow. A few days was only necessary to pass an order to discover this grand transcontinental road. What would have happened if it had not been discovered? this moment, these people are to be de-prived of these advantages and to be put, as it were, on a back street and on a local road and deprived of these facilities on Mr. Blair said that the

ory serves me right, it is \$7,000,000.
"It came to Montreal to get business.
It extended its line to secure through traftions in connection with that exte the extensions and improvements in the izing of the I. C. R. That has been the policy continued for seven years constant.

ly without variation, uniformly without a
t doubt expressed on this side of the house
as to the wisdom of that policy until to-

Condemning Now Policy for Years.

be all the stronger in the estimation of the financial men of the world if before entering into a proposal of this kind Canada shows that she is moving in it with judgment and discretion.

this house that a little thought and consideration would have led to the staying of the hands of my colleagues who were determined that this thing should be carried out. It is a curious question as to the origin of this idea. We had this grand, ocean to ocean, trans-continental, all-Canadian line. We had all that, we

house, I am told by those who profess to know, I do not know myself, and if it is not true it can be contradicted, that the greason why the Moncton extension was reason why the Moncton extension was proposed was that when the Grand Trunk Pacific bill was going through committee, it was thought by those opposed to that hill that it could be defeated by a proposition of that kind, nobody would swallow it, and the whole bill would be thrown out.

continental, all Canadian line, something that was never thought of before. What would have become of this scheme if the through traffic, the largest portion of the traffic which the I. C. R. would have which it would be calculated to carry. I meant that it was going to be a competitor and a rival for much the same business as the I. C. R. does.

"I meant that the government was setting up another railway building out of its own money a railway whereby the present greater would be depleted of its business and would be practically destroyed and that all the prospects of the I. C. R. and all its hopes and the interests which naturally centre around it would be materially prejudiced and impaired. That is what I think I can establish to the conclusive satisfaction of all persons who may care to hear me.

"I am not going to say that the I. C. R. ought not to have competition and which elapsed down to the present greater thas always had competition and which elapsed down to the present from the force that it is adopted to the proposition of the propositio

termined upon within the short period which elapsed down to the present from the moment when it was first introduced

Jury. But all the same it has been done, I presume, in the interest of the people and therefore nothing can be said. I assume and believe that in every case in which any little line or branch line diverting traffic from the I. C. R. was authorized there was reason behind it or otherwise it would not have been done.

"But, sir, where is it proposed to locate the line. I understand from the explanation that was made the other day by the right hon, gentleman that the road is to run back from Levis until it crosses the height of land south of the I. C. R. and is then to this duplication of the line of the land south of the I. C. R. and is then to the done.

of the railway as they are now contemplating they will administer to that grand all Canadian, trans-continental line, a very black eye before they get through, because I believe it will be found that in order to that it has made a useless experiment

Mr. Blair, after declaring it an absolute waste of money to duplicate the I. C. R. and showing that, after he had been striving seven years to give the I. C. R. a better foothold, it was now proposed to spend \$15,000,000 to make former expenditures less useful and effective, to make the I. C. R. less valuable and to injure the interests of the results along the line. injure materially the people who live along that line."

Some honorable member—"Hear, hear."
Hon. Mr. Blair—"Yes, Mr. Speaker, I say in order to materially injure those people because I take it that it is a matter worthy of some little consideration that of the people who have been living on the line of the I. C. R., who have been living on the line of the I. C. R., who have been enjoying the advantages of the service it affords, and it has been a good service. These people have built on this line of railway at different points in expectation that this condition of things would continue but now the prospect is held out to them that for the purpose of carrying out A few days was only necessary to pass an

Mr. Blair said that he knew nothing about the section from Levis to New account of which they have invested their money in the expectation that they would always be permitted to enjoy the same consideration.

Big Increase in I C R. Business

"You will notice that the I. C. R. has greatly improved its business in the last

about the section from Levis to New Brunswick, and his impression was that they would impression was that they would not know anything about the expectation that they would not know anything about it either. He had a suspicion that they proceeded with the construction of the line are people who would be served by such a portion; where is this going to land the government of this country? What will be the end of that grand all-Canadian transcontions and who would desire to reach these points to through they would find that the line had the line are people who would be served by such a portion; where is this going to land the government of this country? What will be look altogether either to Quebe or to look altogether either to Quebe or to works as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

Mr. Blair—"My hon. friends laugh, don't the section from Levis to New Brunswick because the people who would be served by such a portion; where is this going to land the government of this country? What will be look altogether either to Quebe or to look altogether either to Quebe or to work as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

Mr. Blair—"My hon. friends laugh, don't the section from Levis the last scheme in the properties of the L. C. R.

What for? In order that they might the extended line—down to the centure of New Brunswick because the people who would be served by such a portion; where is this going to dismantle those works as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

What schem

to slip into the United States and then out again; that it would have to be built for some distance on American territory, in order to make the route practicable at all. He therefore ventured the prognostication that this part of the road would not be built by any such route as that which was laid down by Sir Wilfrid Laurier.

South along the valley of the St. John river on the west, so that this railway is leaving the population far removed from

is leaving the population far removed from it on either side.

"There are a few settlements here and there on the rivers which will be crossed, but these settlements are mostly all reached by railways constructed along these rivers. The country which is to be traversed is largely a wooded country, or has been wooded. Very much of the timber has been cut away, the lumbermen have been forced further back and there is not much promise of a umbering business, because lumber word not be taken by the railway, but by the rivers as it is today.

### NEW BRUNSWICK SITUATION,

# Mr. Davey's Survey Not Acceptable to Mr Blair-Saving in Mileage Not of Conse-

"You would have, therefore, a railway crossing the river and the heights of ground at right angles and you have to cross a great water-shed which divides the Gulf of St. Lawhence from the St. John river, and the other waters on the west. all-Canadian line. We had all that, we were advised that the Grand Trunk Railway Company was formed to make this application.

When the transcontinental scheme from Quebec to the Pacific was in contemplation we had discussed it for a long time before we heard of that idea. When did we first hear of it? We first heard of this Moncton extension when the session was half through. It was first mooted when the Grand Trunk bill came before the house, I am told by those who profess to only conjecture as to what would be the result of them. I do profess to know the rails was shought by those opposed to that the result of them. I do profess to know the rails it was shought by those opposed to that the result of the rails was something about it at attention of the rails was from Quebec to Moncton and do profess to know something about it at attention of the rails was found to the profess to know something about it at attention of the rails was from the public interest in relation to the I.C. R.

Son Made an Essential Feature.

"My objection to this railway being constructed to Moncton has been stated in general terms in my letter to the premier in which I stated that I made appeared on a motion to amend the bill requiring that the line should extend to Moncton has been stated in appeared on a motion to amend the bill requiring that the line should extend to Moncton and the further proposition and the further proposition of the rails and the work and one by Mr. D. I. C. R. I trust that no person who that I have just a motion to amend the bill requiring that the line should extend to Moncton and the further proposition and the further proposition and the further proposition and the further proposition of the rails of the I.C. R. I trust that no person who had an equal distance from the I.C. R. I did not count the time, are all that are necessary to pass by until we that I meant the word 'paralleling' as used to repart the soft of the interest and make the word 'paralleling' as used to read that I meant the word 'paralleling' as used to read that I have in the read to read to read that I have in the read to read to read that I have in the read to read

way which can be laid out in New Brunswick that can reach St. John under as favorable conditions as the I. C. R. You may save fifty or sixty miles in distance

R. can bring to bear on the electors will justify the outrage proposed to be perpetrated. The new line will have heavy grades and, besides, will go through an unsettled country and we know how finportant an element local traffic is to a railway. How long will it then be before to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis by the Levis by build a line at all capable of carrying any traffic they will have to slip into the American territory and run down a bit, and come back into Canada before they get through.

in public life and, knowing what I do of its operations, I will not permit the character and quality of that road and its eervices to be minimized or depreciated without entering my protest. I do not know why we should have this new road.
"Who wants it? We have had a resolu-

Who wants it? We have had a resolution passed by the council of Moneton. They think that they want it. But if I know anything about the possibilities and probabilities of the future, they will yet say they wished they had never got it running. Another railway will not do them any good. There will not be another them any good. There will not be another pound of traffic passing through that city which would not pass through if the G. T. Pacific were never built. But there will be this result. Moncton is now a great locomotives and other plants required on the I. C. R. in that town. All the ma-chinery that would be required has either

sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled. It is going to stand up for it and the poor I. C. R. has got to suffer the penalty; there is no manner of doubt about that. I say that if you take away the through traffic as you would from that road and leave it a local road you necessarily make necessary the dismissal of a large proportion, I would say half of the men employed in the workshops in Moncton.

"My hon friends laugh. There are many things that have occurred in this whole matter that would provoke laughter but not laughter such as that of my hon friends. There is the laughter which suggests the want of knowledge of facts, and I say that want of knowledge exists. I appeal to my hon, friends every one of them, to know whether they ever took a single employe of the I. C. R. into their confidence, whether they advised with a single man of them as to what would be the effect as to the construction of that line upon the business and interests and condi-tions of the I. C. R. The whole matter was decided upon without a single I. C. R. official being called into conference, and asked to say calmly and with his know-ledge, what would be the effect upon the I. C. R. of the adoption of such a policy as this. That is the conviction of the officials of the I. C. R. and I think they ought to know. It is my conviction that it will dismantle the road, it will cut off the control of the cont

"Now as to Halifax, I do not know what the attitude of Halifax is upon this subject. This much I do know that no-body had better wish for Halifax than I

ed the object to the fullest possible tent of his power. Why is it he builds railway to Moncton if his object is get to the ocean by the nearest way?

## WHAT ABOUT ST. JOHN?

# Port Passed By.

some importance and doing a very considerable business now under existing ciroffer. The harbor is open all the year round. No man questions the advantages of St. John as an ocean port. It is free

avoids what is a great source of trouble to many other ports; and it has this great advantage that there is a staple product which is always available to make up a balance of a cargo if required.

"You can always make up the balance of a cargo with lumber if you cannot get other things. This is an advantage which St. John possesses in greater degree than other ports on the Atlantic coast. Way is St. John passed over? If the shortest line is the object why do you go 100 miles out of the way? St. John is only 428. Riviere du Loup and the St. John valley.
"Buy that road if you want to get to the

ocean or expropriate it if you cannot buy. According to the statement of Mr. Davis, the distance is 150 miles. It is really 170 miles, as II shall show you.

"Why do you want to travel 170 miles further than is necessary? There is no necessity for it in any business interest. St. John is passed by. The distance from St. John to Levis by the line I have spoken of is as I have said, 563 miles from Levis to St. John by the L.C. R. and 578 miles to Halifax by the Moncton and centre of N. B. line is 597 miles. You have therefore 96 miles by the best possible figuring you can make by the Moncton and centre of N. B. line, 96 miles further than there is any need for going or any justification for

are giving you the shortest and speediest way to the sea, why tell them this if you do not mean to give them the shortest route do not tell them you are giving it route do not tell them you are giving it to them, don't speak, about it in your bill or announce it in your policy, but tell them it is not a commercial line we are building, it is a political line. I do not object so much to these hon, gentlemen doing that if they think it proper and if they think they are going to make friends by doing it, but let them not pretend to the people that they are giving them the shortest line and then withhold it from them by iron will and determination.

"Mr. Speaker, as to part of the line which the government is proposing to construct from Levis to Moncton a portion of it, as the house understands, to of it, as the house understands, to be built to the south of the I. C. R. be tween what might be described as the mountain range, and the American bound-

ary, on a portion of that line I have been given to understand that there are considable settlements and that a good deal of business could be done. "It does not appear to me that in order to give railway facilities to the people in to give railway facilities to the people in being since the world began. that section it is at all necessary to proceed with the extended line—down to the Back to Deficits on the I. C. R.

dinarily call them in that direction,
"All the government would need to do
would be to give such assistance to a
railway chartered for the purpose of Means Sacrifice of I. C. R.

"It is one or the other of these is to be sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled."

"It is one or the other of these is to be sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled."

tion to make numerous surveys to the was located through New Brunswick in order to ascertain what would be the shortest and most desirable route for the

# Surveys in N. B. by Sir Sanford Fleming.

its business, it will reduce the number of men employed. There would be no G. T. Pacific shops in that locality. The people of Moncton ought to wake up to a knowledge of the facts that if they favor, as they appear to favor, the construction of this railway they favor a policy which would be most injurious to their interests and which the people which would be most injurious to their interests and which account nossibly the of the slight. which will more than confirm my estimate as what, under the best possible circumstances, can be saved in mileage by the effect of this new construction. I quote from page 44, sessional papers No. 8, for the year 1865, referring to what he

call line nolo.

"This is unquestionably one of the most direct lines between Halifax and River DuLoup. Possibly it may be found to be but it is impossible to speak with certainty without more information than is at present possessed.'

subject. This much I do know that mobody had better wish for Halifax than I had and nobody more wishes to see the traffic of the I. C. R. increase and increase under such conditions that Halifax will get a fair share of the traffic over that line. But I fail to see how the interests of Halifax can be in the slightest degree subserved by the policy proposed in these resolutions.

"There is not going to be more traffic over the two lines than there would be over the two lines than there would be over the two lines than there would be over the I will show before I sit down why I say that. The conditions will be

### A Triffing Savings and at the

"You would have, therefore, taking tha tine No. 10 a total of 62 miles difference between the mileage of the L. C. R. between the mileage of the L. C. Rearound a circuitous route as it is alleged, and the mileage down through the centre of the province. Now that is a very triffing saving indeed. You take the 115 miles off, which is the distance between River DuLoup and Levis and compare the result with the figures which Mr. Davis has given. That still further reduces the advantages, which the reduction in mileage would make, and it goes to show that any speculative statement as to 120 or 140 miles being saved, is quite unsustained and these investigations which were made by Sir Sanford Fleming.
"He gives the mileage of all these ten

figures I draw the conclusion that an en-gineer of the capability and standing of Sir Sanford Fleming, supported as he was by some of the best men that could be secured for the purpose of surveying that line of road, has given us the most favor-able estimate which could be made of the difference of mileage that could be saved the L.C. R. hetoven he cost

## Not Likely to Pay Interest

"Now, sir, this proposition taken in connection with the development of the Ir C. R. is one which I think it will be impossible to defend or justify. Both these lines after they are built will have to be maintained, both of these lines will undowheelly continue to be a undoubtedly continue to be a very heavy charge upon the exchequer of the country, because the revenues of the I. C. Rare only sufficient to pay the cost of operation. So in the case of this new railway the maintenance of the road, if it is ex-pensive and it must necessairily be expensive and it must necessairly be expensive, according to these grades, there will be a loss and whatever the loss is it will fall directly upon the exchequer of the country. The interest upon the money which is expended upon it by the government will not in all probability be paid when the road is being operated under the disadvantages which this road will suffer from

## I. C. R. Can Carry the Traffic

"In so far as the I. C. R. itself is con cerned further, there is no earthly necessity for having another railway through that country. The I. C. R. has been fully competent to take all the taffic that it is carrying today. Theref . from the standpoint of the capacity to handle the traffic, that question is absolutely settled and settled according to the judgment of

# A TRUE STORY.

How a Young Wife Regained Her Health



with patent m are worthless i

one, am glad to found one that f than is claimed fo "My wife was v weak, nervous and no "One day I happen Albert's store, S. A. B. h., Gersy Alberounty, Va., and noticelly tour in time he had there for sale.

"I thought it might help my wife I brought a bottle of it home and w

t week she commenced to est an how the is hungry all the time and of half the medicine has been taken. We both agree that it beats any medicine to bring on an appetite and to put the nerves in good shape that we have ever had anything to do with. We had our family thing to do with. We had our family thing to give her medicine and he did

weak, and could not eat, that I had begun Grower, Affon, Alb county, Va.

remote period if at all that they were able to pay interest.
"Owing to the difficulties of operating a railway through the country in that there is no local business for it to do, and winter being the only portion of the year when they will have any business at all to carry, and with the disadvantages which it appears to me to nosses from every point appear to other honorable gentlemen this house, a single redeeming feature any phase of it from beginning to end.

## NEW BRUNSWICK DID

NOT ASK FOR THE ROAD. "I have yet to hear of the first men in the province of N. B. asking that this road shall be constructed. I do not mean to say that since it became the declared tion was made I never heard of a single individual asking for its construction. "We know that there has been a feeling —I do not know whether it continues to exist in the province of Nova Scotia—that they would like to have a shorter line of railway and that they would be very glad if perhaps the shortening of that line even by the construction of another railway. western country. But, when they have studied the situation and when they have

tive competition.

"You might go down to my own province of N. B. where there are many men who are perfectly able to take advantage of such traffic could be carried as guvantage on such traffic could be carried as guvantage on such traffic could be carried as guvantage on such the such traffic could be carried as guvantage on such the world." (Hear, hear.)

"Now, sir, under that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that arrangement the traffic could be carried as guvantage on such that are provided to the such that are provided able assistance that the government could give as a commercial enterprise. They know there is nothing in it.

"They have never asked for it; yet, are told in some of the newspapers that this railway will be a gift from the res of Canada to N. B. I disclaim the gift I think I speak the sentiments of the great majority of the right thinking people who are considerate and upright in my own province when I say that we do not ask for any such gift at the hands of the people why, sir, infinitely better is it to take the

"When we do ask for something we will

any hope or expectation of the I. C. R. being able to pay its working expenses?
We will relapse into the period of large defiaits because the heavier the opposition which is brought to bear against us by this new road the larger will be the deficits distributed will invested for a railway which will not durpicate and destroy the existing roads which are possessed and expected by the requirements and exercised and expected by the requirements. ask for something that has merit in it, of something that can by justified upon its merits. If we want a railway we will ask for a railway which will not duplicate and destroy the existing roads there are:

"We have existing roads which are possessed and operated by the government and therefore I have no thanks to offer to these people who say that we are getting this as

people who say that we are getting this as a gift from the people of Canada. If I extend the control of the con to make good these deficits to the extent of half a million or three quarters of a million a year as the result of carrying out the policy which is now outlined and adopted. And of course upon this line they will be running a very great and very probable risk of not being able to pay the interest.

"I do not care whether it is at an early will continue to be used by the same and will continue to be used." No doubt the people lying along the line is unit. period or not, it certainly would be at a remote period if at all that they were able to pay interest. much reduced and interior efficiency and therefore the railway will be operated and maintained but that the road will not be discredited cannot be said by anyone who has studied the situation or who knows the

### facts as they exist. There Was Another Way to Act

"But there is a final and to my mind respondence which I had with the prime minister I called attention to indiconsideration I am now about to speak of I did more; at an earlier stage when this question was first mooted, at tode occasion in jection to the enterprise being carning down through the centre of N. B. to Moneton and I stated there was no occasion for it, because, whatever traffic there would be brought over the G. T. P. R. to Quebac would be no difficulty whatever in arranging with the G. T. P. R. if it came to

## Mr. Hays Was Agreeable.

"It is possible and more than possible; it is probable and more than probable, it is absolutely certain that such a thing come to realize that there can be nothing done in the way of new construction that will give them better conditions than they have by virtue of the operation of the I. C. R., I think that if there is any enthusiasm over this project it will rapidly abate, because there is no railway that can be constructed that they have by the constructed that they have because there is no railway that can be constructed that they have about the slightest the constructed that they have a because there is no railway that can be constructed that there can be constructed that there can be constructed that there can be constructed that they have could be arranged. When this question was being discussed in the railway committee and when I was stating my objections to it I took occasion to ask Mr. Hays, the manager of the G. T. R., whether in his opinion there would be the slightest that because there is no railway that can be constructed that can give Nova Scotia or the port of Halifax the same thorough, complete and advantageous service which they are getting and will get from the I. C. R. for the carriage of all traffic they might have to handle from QueBece to Halifax and St. John, and Mr. Haye' have to service when the carriage of all traffic they might have to handle from QueBece to Halifax and St. John, and Mr. Haye's manyer was foot the slightest difficulty in

concerned; nay, more advantageously and more beneficially than it could be carried by any new railway that could possibly be constructed or by any other means than that of the I, C, R, itself. There is no manner of doubt at all that the I. C.

no manner of doubt av an R. with its present splendid equipment and with its officers and every form of admired for the purpose could machinery adapted for the purpose could transfer this freight at mates lover than is possible, under any other section I do

## Better Carry it at Cost.