POOR DOCUMENT

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

western country had to say and what r wishes were in reference to this railthey would have heard that no cy would commend itself to their betjudgment so heartily or so unquestionas the policy which will ensure the
struction of a railway through the
term country which shall be owned and
cated by the government.

Now we have been told a good deal by my right honorable friend in regard to the disadvantages of the I. C. R. by reason of its circuitous route and I have said whatever the right honorable gentleman said in that respect is absolutely correct. He said what I have said over and again in explanation of way better read results had not been accompish-over that road. But because it is a in respect to the I. C. R., it does which take place, because in my view the more territory to extend the road into which shall be productive, the better it will be for the I. C. R. and the more it rill equalize and bring up the general re-ill equalize and bring up the general re-ults. The I. C. R., while it is long when on task about building a road—and I do not want to anticipate the subject but then you talk about building a road hough the central part of the province of New Branswick in order that you could et a cheaper and better route than the i. C. R., I point to the experience of the C. P. R. which crosses the State of Maine.

year when the C. P. R. was barred by reason of its crossing the United States in consequence of the embargo laid upon cattle, from carrying cattle, because they would have to be carried through the State of Maine. We were called upon on the I. C. R. to carry the cattle from the west because they could not go by the C. P. R. We carried them and what did we succeed in doing when we carried them?

"No man can say that there would no be a mint of money made by any com-pany that would operate a railway through that country. But the fact of the matter is that we know nothing about it. We have no information about it. The government is not in possession of any infor-mation about it or at all events if any are I have never known of it and they have not put this house in possession of it. And if it be that this country is not a local support for a railway, if it be that settlement cannot be invited into that country; if it be that the rest of Canada will fill up with settlement before settlement will go into it; if there is nothing but pulp wood in that country which will fertile country, if it be that there is no would enter into competition with the labor of British Columbia which is much

they are asking us to approve.

MR. BLAIR'S PROPOSITION. First Explore Country it is Thought to Open Up; Then Build as Conditions Required.

ought to have come before parliament as a government and we ought to have said to parliament and to the country, We are favorably impressed with the importance of the early construction of another trans-continental railway, but, as business men, get an appropriation from parliament in order that this whole country, which it is proposed the railway shall traverse, in-

through, that we should then call a halt until the necessity arose for further extension through the western country. We would have our officials on the alert and they would see when the growing needs and prospects of the country would justify a further extension and when that time came, then, if nobody else entertained it, and even if they did my idea would be that we should continue our road along, go right along through, go along just as we required to do it in the true interest

tude. Now, sir, I am brought naturally to call attention to some features of the con-tract in connection with the observations which I have just made. On the first page employed in the preamore; whereas and trade of Canada and especials ness and trade of Canada and especials and trade of Canada and especials ness and trade of Canada and especials ness and trade of Canada and especials ness thereof and with ern provinces and in the west, and the affording of transportation facilities for such territory, and for other reasons, the

"You will observe further on that i ment will go into it; if there is nothing but pulp wood in that country which will not be hauled out until after all the pulp wood which is handler to the market is taken away from the other vast areas of Canada in which it is to be found; if there is no labor there except the labor that would enter into competition with the labor of British Columbia which is much handier to get and better in quality; if that is all the business that a railway can take out of that country, what a calamitate out of that country, what a calamitate out of the country which we are opening up and developing a common railway him. when d further advance with my arguitable to seeking an outlet from the lead of that country. When the calaming its support to this scheme.

"At all events I am entitled to ask, so far as I represent the people of Mew Brunswick. I am entitled to ask, so far as I represent the people of New Brunswick. I am entitled to ask as any other man of this house is entitled to ask, that I should have enough evidence before me, that I may be satisfied in order to arrive at an honest judgment so that I shall feel that I am not by any possibility committing a grave and an egregious error which will deal disaster to the future of this country. (Cheers.)

"Now, Mr. Speaker, such a rallway as I would favor could be used for colonization purposes of course, and for whatever other western traffic could be attracted over that road, whatever other western traffic would find its way there in preference to seeking an outlet from the head of the lakes. If all that our friends confidently expect and believe with regard to the future pro-pect, of the advantages which would come to the west from that railway is fully realized, so much the better, and we will all be able to appreciate such good results; but we do not know that there is any possibility of such beneficial results, we have no information that would lead us to form an opinion on the matter and therefore I say that the government may fairly consider whether they

volving all the millions of expense w

ortained and made known to the people of Canada, laid before parliament at a later day and then if these reports are favorable it is our fixed purpose to ask parliament to justify us and authorize us to go along with railway construction in favorable it is our fixed purpose to ask parliament to justify us and authorize us to go along with railway construction in that territory.

"My idea would be that we should go as far as we could reasonably and as the necessities would justify and when we got through, that we should then call a halt until the necessity arose for further extension through the western country. We have either to die at, some particular point has either to die at, some particular point.

things attended to, or take your time and stay on the road. In that case you have to pay your board or be looked after in that way. You would have to provide rest houses for your men and engine houses for your engines. Every company would have its engine houses, and its rest houses, every one of its trains would have to lie over after they had gone as far as they could in a day, until it rested and was ready to go on again the next day. Would that not be a very comfortable way of conducting the railway business of the country?

conducting the railway business of the country?

"You could not do that, you say, that would be absurd. Well, what else would you do? There would have to be some authority in charge, which would have spare locomotives and spare men whom you could utilize to look after and repair them at every 120 or 140 miles along this milesay.

to make them suppose that they are have a grand transcontinental highway their disposal to be used in common in the way this bill declares and this con

Put Commission in Charge, Says He.

"One of the bases on which this thing is being pushed forward now with this prodigious haste will bear no weight by reason of its utter impracticability of working out in actual railway practice. The way to do this, as I have said, would be, if you like, to put a commission in charge of the road. Then you might rest assured that, with a commission that have no interest in either of the competing sys-

p trains at this place or that and carry hem, if necessary, with their own crews on hundreds or thousands of miles, we are being led into a kind of hysterical are opposed and absolutely impracticable, and which show that a little thought and a little time, and a little more thought and a little more time and still a little more thought and a little more time would not

"Now, for these reasons, I am unable to principle of government ownership down to that point, what are the reasons, what operation from the principle of public ownership and hand the road over to the operation of a private company? There is no reason to my mind which at all ought to commend this idea to one's reasonable judgment.

"Therefore I complain of that feature of the scheme. I think it is in this respect, radically defective, and that it cannot be worked out successfully. I think it con-tains defects which will impair the sucwill prevent rather than promote the successful working sout of financial sults. And it will strike a blow which I regret to see struck by the government of this country at the principle of government ownership.
"Of course this contract contains a very

great many clauses for the purpose of securing this and assuring that. But I have yet to learn that you can frame clauses which will meet the ingenuity of company officials or prevent a company which may be operating the road from having very much its own way in the premises And when you consider that railway in terest in this country has become so pow-erful that, even within a few weeks of the sprung upon the country involving many millions, what reasonable hope have you, what ground have you for expecting that, in these minor things which affect only the few individuals doing business with the road, you can enforce the clauses and provisions which you have incorporated in the contract in order to bind and hold them? I think we are building upon very slight foundations and hope which my hon-

THE PRAIRIE SECTION.

Mr. Blair Sees a Curlous Condition of Things Developed There

"Now, passing from what is called the eastern section, I wish to make a few ob-servations upon the question of the prairie section. A curious condition of things is developed here. The policy of even gov-

on balancing the advantages and disadvan-

concerned as some others.

"It might not yield us large dividends, because you might not develop the same large amount of business. But the people of the country—and it is the people whose would certainly be better secured by con-tinuing a policy of public ownership and also carrying out the principle of public operation when you come to the fertile belt, that portion of the road which is going to create traffic for you.

As to Need of Another Line Through Northwest Country.

barking in another railway through the northwestern country? Are we not actually anticipating the requirements by a considerable number of years? Now the idea, if it is entertained, that the whole western country can be filled with railways, and that it will attract innumerable millions of people to fill it up at once is not well founded. Yet that is the idea that seems to underlie this proposition. There does not seem to be any impression that "Now there are some reasons which ap-"

dian Northern is required at this time that it will be required in the immedia future. I have no means of knowled myself upon that point, but is it not matural query to raise? How many train continental railways do you want to construct in one year? One has already bee sanctioned. Is there no limit, or limit only the number of demands

"Now that is not the proper limit, tha s not a legitimate limit, that is not a imit that this parliament should respond whether there is real need for another country. I can understand that if it was thought desired thorize the construction at enormous cos of two lines of railway through that cour

Should Be No Grant or Guarantee "Now I want to direct attention for

moment to the question of the location of this new railway. I have heard it raid by people who profess to know whereof they speak, that the G. T. P. have some assurance or expectations that they are going to be allowed to run south of the Canadian Northern and through some of these other roads that are already constructed in that section. Well, if that be true, and I cannot believe it is true, I think I find evidence, conclusive evidence, that it is not true, but if it is true then I that it is not true, but if it is true then I that it is not true, but if it is true then I provide a common railway highway which provide a common railway highway which fore you will be required, it appears to me that it is true that it is not true, but if it is true then I provide a common railway highway which fore you will be required, it appears to me say unhesitatingly that no railway com-pany that comes to parliament and gets a charter to construct another line between them south of the northern line and north them south of the northern line and north of the southern line, ought to get one dollar of money from the public exchequer or one dollar of guarantee. I say it would be an outrage upon the people of Canada. "After that country is beginning to be peopled, after a traffic exists in a rich country like that if a company gets a charter and is allowed to go in and build a railway with its own means and ing should pass from the treasury of this country in aid of its construction. If another railway was considered to be needed

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there, it is the government that should be added to the portion of the line. Why should it be thrown is the line. Why should it be thrown is the line. I fail to understand, that is, if fail to reconcile it with any interest not be so, and I will tell you why. I find

Vital Information Not to Hand.

"That is information that we have no

"Whereas, having regard to the growth of population and the rapid development of the production and trade of Manitoba and the Northwest Territories and to the

"Now that is creat."

"Now that is creat."

"Now that is creat."

"Now that is creat."

go outside the range of the country which is supplied with railway service and where is supplied with railway service and where will that take us? I think that is a simple question easy of solution, it must take us north of the Canadian Northern after you north of the Canadian Northern after you of Manitoba, and perhaps before.

try and of the people who are to settle there. In other words, it is the business encouraged to scatter in isolated settlements far apart from each other. They ought to be brought together as closely as conditions will warrant. Many reasons require that they should not be scattered too far apart. The social conditions call for it, the comforts of life demand it, municipal organization and municipal government all call for the same thing. The educational advantages of these people require imperatively that they should be settled as closely together as convenient; and when losely together as convenient; and when

me in then further portions of the coun try can be opened up.
"But to build two or three different rail ways at one time through an unsettled country, and drop down the people here and there, ten, fifty or 100 miles apart and continue that policy for a long period of years when they must remain for an in reniences of life, is to my mind a great nistake not only in the interest of that jure the prospects of our western country

Urges Government to Hesitate.

"Therefore when you are building anoth Therefore when you are building another road in the west in addition to the one you are sanctioning this year, you are contributing to bring about these undesirable results. And I say the government should hesitate, if there was no other reason, they should pause before going further; they should be able to tell us what are the reasons what are the prospects, what are the reasons which have induced them to ask us to legislate in th roposed direction and under the condi

these other companies may send their the settlers who are going in: We have trains over. That, sir, can never be been told that settlers are teeming into the latter feature of this scheme involvin poration will defeat the possibility of this road being utilized to any extent by any other road doing business in the western country.

the construction of this road by the gov-ernment called for its operation by the overnment ownership can accrue to the nership I do not necessarily mean the orporation of the road by the railway epartment. It does not matter a jot trol of the government or some tribunal which the government may create. It must be operated by an independent tri-bunal which has no interest in any other railway that is competing for the traffic railway that is competing for the traffic may be carried over the line therefore I say that when the government took the responsibility of building this line it should also take the responsibility of owning and operating it. They should not have parted with it for a period of fifty years. Their leasing of it for fifty years is equivalent to the giving up its ownership during that period. They ought to own it and operate it and in this way confer on the country the advantages, whether great or small, which follow from whether great or small, which follow from overnment ownership. The people could hen enjoy those advantages which they vill not do now under the system adopted

The Handing Over of the Line.

"After going to the enormous expense of building the line, the government intend handing it over to the G. T. P. railway for fifty years. Thus during two generations this property will be out of their hands. But they say 'Oh, we have put some very binding clauses in the contract, we have tied them up hand and foot, we

this thing and the other. That does not help the government in the least. I don't say that these restrictions will be of no

tendencies were all, as my water route, when the government lease it to the G. T. P. railway they give it into the absolute operating control of that

f investigation able to watch those men

ble you to provide yourself with safetages to themselves and withholding them from others. The G. T. P. R. is its pracact upon their suspicions even though these might not be well founded.

The Prairie Section Premature.

all the facts of the soleme which was to get a cheaper and better route than the get a cheaper and better route than the facts of the soleme which was to be adopted before they were irrevocably them at every 120 or 140 miles along this railway.

I. C. R. and C. P. R. Cattle Carrying Test.

What is the fact?

The f. C. R. has had a contest with the C. P. R. a contest in one sense—at all evernts a test between the two roads affect route north of the leight of has contest in pace. When did it take place, and with what result? It took place last with the matter. They might well have enquired into the leading the formation on that subject may be underliken by counderstaken look after and repair be adopted before they were irrevocably the declares?

Wow there are some reasons which as power may into that does not seem to look after and repair does not file and proposition. There does not seem to look after and repair does not seem to look after and repair does not seem to look after and repair does not see settlement north of the C. N. R. which

during the present year. om that part of the country, what are How many people can go and find suitable land, can find desirable settlements within that area before settlement begins to overflow and spread about. The lowest stimates that have been given me by any ne individual to whom I have address the question has been 5,000,000 of people. I do not know whether that is right or wrong. I am giving it to the house frank-y just as it has been given to me. I have asked the que tion and the reply given to me is that five millions of people can be comfortably located within an area in that western country which these two railways, the C. N. R. on the north and the C. P. R. main line, can provide rail-

"If that is not true, I should think it would be capable of being very easily answered and the only ansyer is that I think we ought to be capable of being informed authoritatively and officially just what the capabilities of this section of the country anything like truth then is it unreason able to say that with room for five millions more today within the belt surely here can be no occasion for us to spend more money in order to provide for set-

Not Needed for Settlers Yet

way facilities for.

"At the rate of 100,000 a year as they are get your five millions of people in there I hope it may be doubled and I hope it will still further increase beyond that, but

he road after you once lease to so incurred by your parting with its ons incurred by your parting with its ontrol and putting the road into the particular section of the country through which this railway is to run, why build the railway now? Why not wait

honorable friend thinks they are or will be, if the tendencies will be in favor of with such speed as if our works thing with such speed as if our works. be, if the tendencies will be in favor of this road securing transatlantic traffic with equal advantage compared with any dependency with equal advantage compared with any control with equal advantage compared with any control with such speed as if our very life dependency with equal advantage compared with any control with the is there any dark cloud overshad

> "Is there any congestion away up in this country which requires a railway to be built? Is it through any depression in business? We hear about the employment

organs of public opinion in this country which seems to be most extremely anxious are the conditions which exist now which may not exist five, ten or fifteen years hence? Then it says further that it mat-ters not how we have drifted or been

was made by this leading organ this statement appeared. I thought it was striking, and I took it to ponder over, and I have pondered over it. It matters not how we have drifted. If we had drifted we would not have moved with such celerity. We have more than drifted. We have drawn

"This editorial article says that we are face to face with a grave crisis and there fore this railway should be built. It must be built from the east to the west, fi ocean to ocean and even if \$150,000,000 has to be expended upon it, because we are like some one to tell me where or what the crisis is. Where is it located? Surely, if there is a crisis we would all like to know about it. If it is a tangible thing we would like to feel it. Let somebody who does know locate it.

"If somebody has it in his pocket let him produce it. But, sir, we have been left in blissful ignorance down to this very moment that we were in the midst of any erisis. Somebody did try to make a little the department of railways and canals but that is a very small thing. This one we are speaking of is a grave crisis, it is a grave crisis that we are called on to face and because it is a grave crisis we must build this early. I do wonder, sir, that such strained advocacy as this should find impression in one of the leading organs of the opinion of this country and that it ever should be considered as carrying any weight or import of this project.
"I think, sir, that the crisis ought to be disclosed. If there is a crisis we should



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