

POOR COPY

PAGE TWO

BRANCH LINES IN HOUSE OF COMMONS

The Purchase of The Quebec Oriental is Advocated by Hon.
R. Lemieux

Mr. LEMIEUX: Speaking of branch lines, I wish to say a word in favour of the Gaspe railway. My hon. friend knows that what is known as the Gaspe railway is made up of two lines: One extending from Matapedia on the Intercolonial railway to New Carlisle, and the other from New Carlisle up the Gaspe basin in the county of Gaspe. The first section was built thirty or thirty-five years ago and cost the country a very large sum of money. It serves a very rich section of the country, which might be very prosperous if the line were good order. The first twenty miles of the section, called the Atlantic and Lake Superior was built originally by the Government. It had been intended at first to build it from Matapedia to Gaspe basin, as a branch of the Intercolonial. This decision had been arrived at when Sir Chas. Tupper, I believe, was Minister of Railways and Canals. For some reason or other that idea was abandoned and the road was taken over by Mr. C. N. Armstrong, a gentleman well known in the railway world; and, by subsidies from the Dominion Government, and from the Provincial Government, he succeeded in building the line to New Carlisle, that is to say, from Matapedia to New Carlisle. It is a beautiful section of country represented by hon. friend the member for Bonaventure (Mr. Marcil). Unfortunately it seemed that the large fishing establishment known as Robin and Company, later on merged into the Robin-Colas Company, a Jersey firm, was opposed to any railway construction in that country because, forsooth, the railway might induce the fishermen to migrate into other sections of the country, and the fishing establishment would be deprived of the valuable services of that population of fishermen. After many years that first section was finally completed, but it is today, as it has been for a long time, in very poor condition indeed. If the hon. member for Bonaventure were in his seat, he could describe to me, I think, the very dangerous condition of that road. When I was elected member for the county of Gaspe in 1896 I took up the question of building the second section of the road, extending from New Carlisle to Gaspe Basin. A company was formed, subsidies were voted by this Parliament, a land grant was voted by the legislature of Quebec and the second section of the line was completed in 1910. There is quite a difference between the two lines. The first, as I have said, is in very poor condition; the second is a really well-built road, upon which trains run regularly from New Carlisle to Gaspe Basin. But in order to connect the Gaspe end with the other parts of the country, the trains have to run on the first section, which is in good condition, and the result is that one section of the line is in good order and the other is not. As has very often been said, it is an extraordinary thing that the original intention of the present Government has not been carried out; that is to say, that this section of the country has not been connected with branch railway lines as part of the Intercolonial system. To-day, on account of this mishap to the first section of the road, the company cannot prosper. It is true that trains are run both ways, but they are run without profit. If the Government were to make the necessary arrangements with the company and obtain the road upon fair terms, I am sure that they would be really doing something for that most interesting section of the country. For almost half a century that section of the country was deprived of railway communication; yet it is the oldest county in the whole of this Dominion. It is well known that when Jacques Cartier came to Canada in the sixteenth century, he landed on the shores of the bay of Gaspe. I understand that the Government cannot acquire the road without introducing special legislation to that effect. In order to facilitate the acquiring of those lines, why should not the minister and the department feel their way by approaching the various companies and establishing to their satisfaction, as well as to the satisfaction of Parliament, what would be the cost of taking over these branch lines? It seems to me that this would be putting the oxen before the cart. I believe that if last year Parliament had been made aware of the cost of the various branch lines, the legislation which was introduced could have been passed and the amendment introduced by the Senate would probably not have been made. During the time that I was member for Gaspe, a period of 16 years, I received many communications on this subject. Although their end of the road is in perfect order, my former electors in the county of Gaspe are anxious, in order to ameliorate the conditions, that this road should be taken over as a branch line from Matapedia to Gaspe Basin.

Mr. REID: The hon. gentleman has opened up the question of the acquisition of branch line railways as part of the Intercolonial system. The hon. gentleman will agree that the very fact that the Minister of Railways last year introduced a Bill to that effect shows that he is much interested in the matter and that he intended to take over many or all of the branch line railways and make them part of the Intercolonial. The House unanimously, I think, passed the Branch Lines Bill, but unfortunately the Sen-

"Safety First"

You hear these words everywhere, and the thought that should be heeded particularly by bank depositors. Since 1892 we have provided the public with a safe place for their money. Our Reserve Fund of \$11,000,000 is now 188% of our Paid-up Capital and we constantly maintain adequate holdings of Cash Assets. We invite Savings Accounts, large and small.

The Bank of Nova Scotia
Capital \$5,000,000
Total Resources \$80,000,000
CAMPBELLTON BRANCH
G. G. Glennie, Manager

ate amended it in such a way that it did not become law. During the time that I have been acting for the Minister of Railways and Canals, I have certainly been convinced that it would be a good thing for the Intercolonial and a good thing for many parts of the country if these branch lines were taken over. They would be great feeders of the main line, and could be managed at less cost than at present, as these various railway companies have a large amount of rolling stock, etc., that would not be required if the Intercolonial took them over. If I were in a position to-day to do so under existing legislation, I would be in favour of taking over many of these branch lines, but, as the hon. member has stated, the Branch Lines Act which is now on the statute book does not permit the taking over of branch lines without further legislation, and I would not feel like assuming the responsibility of taking any additional steps in the matter in the absence of the Minister of Railways.

I do not know that there is much more I can do in the matter. But, so far as I am concerned, I believe that it would be of great advantage to the Intercolonial railway to have some of these branch lines, and in taking them over, an extension of fifteen, twenty or twenty-five miles further would be most helpful to many parts of the country. I am in hopes that the time will come, and that soon, when the Government will be in a position to take over some of the branch lines. I do not know how many should be taken over; I have not gone into the matter. The hon. member knows that the minister must have much information in connection with the branch lines, for he has had this matter before him also had his predecessor. The owners of branch lines are continually appealing to the department asking the Intercolonial railway to take the lines over, and in many cases information is obtained as to their value and what the owners expect for them. Then again, surveys and inspections have been made on many of them. We have a great deal of data in the department on this subject, and I am sure the department will be ready to act upon it as soon as it is in a position to do so. And the very line the hon. member mentioned is one which was brought to my attention, and I believe it would be a good feeder for the Intercolonial railway.

Mr. LEMIEUX: I would suggest that during the holidays the minister should do his best to meet the representatives of the various companies and ascertain in some of the cases what would be the cost of acquiring the lines. The minister would pay the way to enabling legislation empowering the minister to purchase a certain number of railways. If beforehand he sold say to Parliament that it would cost so much for this or that line, Parliament would feel better able to deal with it.

Mr. REID: That is a very good suggestion, and I will draw the attention of the Minister of Railways and Canals to it, or, if he should not be there, I shall be glad to follow it up.

PROSPECT OF WATER FAMINE AT MONTREAL

Owing to Recent Breaks in
Pumps City's Supply Will Probably Be Curtailed

Montreal, May 8.—By an accident to No. 6 Pump, the city's water supply while not threatened, will barely supply for demands during ten days. Repairs are being rushed and Superintendent Lesage of the Water Department said last night there was no cause for alarm.

No. six broke down a week ago, since when the level in the reservoirs has been fairly well maintained. Daily consumption is now about 54,000,000 gallons which according to Mr. Lesage is just about the capacity of the pump in use most. Water in the reservoirs had dropped two feet, but that would be overcome by Sunday.

PRINCE TO SUCCEED DUKE OF CONNAUGHT

His Serene Highness Alexander of Teck Comes to Canada in October

London, May 8.—The success which met the appointment of a member of the Royal Family as Governor-General of Canada has led to the appointment of Prince Alexander of Teck to take up that office when H.R.H. the Duke of Connaught leaves Ottawa in October next. It will be remembered that at the time when the question of a successor to Earl Grey was being debated, the name of Prince Alexander of Teck was frequently heard in Canada. It is this Prince, a brother of Queen Mary, whose appointment as the new Canadian Governor-General was announced yesterday.

Prince Alexander poses as just those qualities which will commend him to Canadians. He is in the meridian of life, being forty years old. His Serene Highness is also a distinguished soldier, having served in the Matabele and South African campaigns, with frequent mention in despatches, winning honors as D.S.O. and K.C.V.O. The Prince has a military carriage, is of good height, well built, and is quite accustomed to figuring at public functions as representative of the Royal House. Combined with these qualities, His Serene Highness has an attractive personality and sanguine temperament.

Ten years ago Prince Alexander married Princess Alice of Albany, since when the royal couple have played an important part in many social and philanthropic activities.

In the new Governor-General and his Princess wife, Ottawa and the Dominion will have a couple who will render most sympathetic aid to all organizations for the amelioration of the conditions of the workers, and who will also lead in social life, maintaining that dignity of court traditions which H. R. H. Duke of Connaught has shown can be observed with such modifications as are suitable to a democratic country such as Canada.

DRIVE FRENCH FROM ALSACE LORRAINE

Action of Germany is Feared
Will Again Cause Trouble Between the Two Countries

Paris May 8.—A wave of indignation swept over France to-day as a result of a report to the effect that the German Government had intended to refuse permission to French citizens to reside in Alsace Lorraine.

Hitherto French citizens residing in the province wrested from France in 1871 have been required to obtain permits of residence, such permits having to be renewed once or twice each year. The new governor of Alsace Lorraine, it is stated, has decided to grant new permits and not to renew any of those now in force.

For a considerable time past permits have been refused to French officers and ex-officers whose families are of Alsatian Lorraine origin and a host of Alsatian Lorraine people residing in Paris have received letters from relatives in the provinces announcing that they have been officially notified that they must shortly leave their old homes and cross the German frontier or else accept German nationality.

Such wholesale expulsions if carried out with the recklessness that characterized for example the German invasion of Poland, will inevitably have a far-reaching and ominous influence on Franco-German relations and some pessimists here already see a war cloud looming on the political horizon. Proposals of immediate reprisals are already being brought forward, one being that all Germans in Paris must be expelled at once. The German population of the French capital, including persons who pass as natives of the Luxembourg district, is conservatively computed at about 100,000.

In official circles the greatest reserve is maintained as to what steps the French Government is preparing to take. On making enquiries at the Foreign Office and War Office to-day, my correspondent was informed that no official statement could be made just now. No official communication has as yet been received at the Quai d'Orsay on the subject from the German Government.

Take Good Care Of The Colts

It's cheaper to raise colts than to buy horses. But it's costly if you lose the colts. Keep a bottle of Kendall's Spavin Cure handy. For thirty years it has proved to be the safe, reliable remedy for spavin, splint, curb, ringbone, heavy growths and lameness from many causes.

Kendall's Spavin Cure
Is sold by druggists everywhere as "A Safe Remedy for Spavin, Splint, Curb, Ringbone, Heavy Growths and Lameness from many causes."

LETTER TO EDITOR

Editor Graphic—
The newspapers recently told a tale of one of the most shocking tragedies that may occur in a supposedly civilized community. This grief-awakening thing took place at a village called Protectionville, leading to a manslaughter somewhere near Newcastle. Two murders and a suicide, with other lives threatened, was the record of a brief, bad hour. The papers reported "no apparent cause," except a homicidal mania. That was a falsehood from the Pig-big and black. There was a cause, the murderer was drunk. "Nine tenths of the readers would suspect that to be the cause. There was no reason in it all, nor for it all, but there was cause. The man was drink-crazed. He did not wish to die, nor intend to kill himself, he was just drunk, very drunk, and the rest followed. And all the hellish gains of all the devil-driven beings who sell the stuff, would not give life to the lads, nor wash the stain from the murderers' hands, and pitiful memory.

But we are not greatly shocked by it all. Newcastle is not in mourning, one tender heart grieves "with those who weep, and for those who weep. But we have not time to pause over it long, the thing has happened before; will happen again." "The murderer was only a beast." "Why think so? He may have been, certainly he was, like other children and boys. But he learned somewhere, sometime, to drink, and for money there were always those who would procure the stuff for him, and the rest followed. Our indifference to these heart-rending tragedies is not so well explained by the brutishness of some other, as that we are brutally indifferent to the saddest things that may stain our earth. Shame and sorrow and unrelieved blight and pain, are in these cases, where real mothers and fathers and friends, bend under bitter, unmitigated grief. And only God, and perhaps, pitying angels, care much. But angels can never suspect that a fellow-bourgeois would be in any way a party to another's ruin. Only hell would understand that. And we understand a little of it. But something of the quality of the criminal slanders in us: "Am I my brother's keeper?"

The town council of Newcastle openly disregarded the sale, the law-defying sale of intoxicants in the town. Many of the good people winked at it. Officials disregarded their oaths that the business might continue. And this is one of the out-cropping tragedies. But there are tragedies whose story is never told in the newspapers. There are lives ruined and not suddenly ended by suicide. There are houses of mourning where no one waits at the door. We are excited about germs; we are cool over the ruin of souls!

Bonaventure County is electing a representative to the Legislature. Was his attitude known towards the liquor traffic? Did ever his predecessor exert himself in favor of Temperance? Has our Federal representative ever been known to associate himself with those who are seeking to limit the evils of drink? Must License Commissioners always interfere, everything possible in the favor of the Nade? Can it long be possible for the Legislature to put a premium on this business by "identifying" those whose business may be refused? This is the twentieth century, but not of our Lord. In his century there will be no more to hurt, nor destroy, in the King's Country. It's about time His people were seriously taking up His business. Peddling politics and Cheap Salvation of Eighteenth century have long enough held sway in so-called Christian communities.

Very truly yours,
WM. B. MacCALLUM.
The Manse, New Richmond.

ONOTOS FOR THE DRINK HABIT

We have yet to hear of one failure when ONOTOS has been used. It is a marvellous preparation, perfectly harmless and tasteless. Get a box to-day, and give it to someone you are interested in, who cannot stop drinking. Price, \$5.00 for a full month's treatment. Ask for booklet. Sold by White Drug Co.

IDENTITY OF "IAN McLEAN" DISCOVERED

Name of Writer of Evening Mail
Halifax Letter is Reported
Established

Halifax, N. S., May 7.—Three weeks ago a desperate fight to conceal the identity of "Ian McLean," who wrote the letter attacking the Legislature and published in the Evening Mail on April 16, came to an end today when the investigating committee discovered that J. McLean, assistant agent of the Marine and Fisheries Department, was the man who brought this communication to the Herald office. It was discovered through the agency of a telegram sent by W. H. Dennis to Senator Dennis, through the Western Union office.

King George's Navy Plug

KING GEORGE NAVY PLUG CHEWING TOBACCO
IS IN A CLASS BY ITSELF!
It surpasses all others in quality and flavour because the process by which it is made differs from others.—It is deliciously sweet and non-irritating.
SOLD EVERYWHERE: 10c A PLUG
ROCK CITY TOBACCO Co., Manufacturers, QUEBEC

AT S. A. POIRIER,

The largest and the best stock of Ladies' and Men's Raincoats in town

Men's \$5.00 up
Ladies' 3.95 up to \$10.00

CALL AND SEE THE BEAUTIES AT

S. A. POIRIER

1914 ESTABLISHED 1876

**HAMS and BACON SAUSAGES
CAKE LARD
MINCE MEAT
COOKED PIGS FEET
LAMB'S TONGUE**

JOHN HOPKINS
St. John, N. B.

1914 ESTABLISHED 1876

INSURE YOUR PROPERTY IN
The Nova Scotia Underwriters Agency
Home Ins. Co. of New York.
Assets Over \$33,000,000.

A. C. BELLE-ISLE, Agent
WATER ST. CAMPBELLTON

—ALSO AGENT FOR—
LIFE—Great West Life Ass. Co.
ACCIDENT—The Fidelity & Casualty Co. of New York

The Manufacturer's Life Insurance Company

"NOTHING SUCCEEDS LIKE SUCCESS"
Insurance Issued and Revived 1912
Increase over 1911 \$1,515,011.00
n Force \$75,000,000.00
Increase \$7,894,904.00
Premium and Interest Income \$9,429,100.17
Increase \$374,708.31
Assets \$16,145,481.07
Increase \$1,855,768.86
Paid Policy Holders in 1912 \$1,855,768.86
Reserves \$28,220,476.00
Surplus \$1,334,635.81

The E. R. MACHUM Co., Ltd.,
St. John, N. B.
Mgms. for Mar. Prov
HUGH A. CARR, Agent, Campbellton, N. B.

Keepi of the

The blood of a bus
arly runs faster
which rarely or m

Men who get in ruts
tain comfort and co
is very close to "rut
Advertising compels
and since he advert
favor and custom, y
ing his best to dese

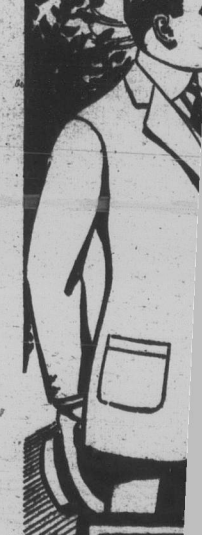
A WO

Give your custom
they want it; who
interests. Encour
most.

Shop Where

PRINTING

Fi



St
st
S
M
Fit
big
ju
on
T
to
\$1

FIT
REPORT