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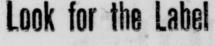
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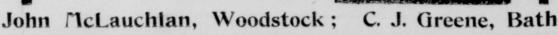
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Carvell's Amendment Carries.

Branch of the G. T. R. will be Built to St. John.

VOTE STOOD 44 to 20.

of June, Mr Carvell made an effort friend will not be able to finish his to further assure the building of a speech before the hour expires, and branch line from some point on the he might make a sad break in it if GTP to the city of St John. The he continues further. discussion was participated in by ment proposed by our member. On June 25th the House divided on the question, giving a majority of over it then. two to one in favor of Mr Carvell's contention that something more than a moral obligation is necessary. We here give the full Hansard Report of the proceedings:-

On the bill being taken up section by section, and section four reached, Mr Carvell spoke as follows:-

Mr Chairman, before the section is carried I desire to move an amendment, of which I gave notice St. John, N B., and in the same Bill on Monday of this week, regarding a they were given power to build eight branch line which was in the ori- or nine other branches, every one of ginal draft of the Bill in the mari- which is included in the Bill now time provinces. The notice which under discussion. I gave refers to two branch lines, one from Moneton to Halifax and one altogether. from a point on the Transcontinental Railway to St. John, or some other saying that the other five are inpoint on the Bay of Fundy. I may cluded in this Bill, and why it was say that in so far as the line from | considered desirable to cut out the Moncton to Halifax is concerned, I branch from Chipman to St. John is have no personal interest in the something I cannot understand, and matter and I do not care whether as to which I have not had a satisthe question is pressed or not. I factory explanation. Suppose this gave the notice at the request of amendment be not added, we will be one of the Nova Scotia members. It told: Oh, well, the Grand Trunk is not my intention to move an | Pacific have the right to build that amendment in regard to this branch, branch line if they want to. Yes: but if any other gentleman wishes to but the Grand Trunk Pacific have Pacific Railway or they would have move it I will be only to willing to the right to build the other five to come back to parliament for a support him. Perhaps it is my duty branch lines if they want to. The charter to build a new road. If you ledge that will help your case. Surely, to state to the committee the reason Grand Trunk Pacific do not want to go to Chipman and turn off, there is why I am coming here this evening build one single branch line in New and pressing the amendment after the Bill has once passed the Railway Committee. I was not present when this Bill was first taken up in the Railway Committee, but I understand that the hon Minister of Railways and Canals (Mr Emmerson) offered some objection to the incorporation of two lines in the maritime provinces on the ground that they would possibly compete with ed by the Minister of Railways, that way, it would require very exthe Intercolonial Railway. Therefore the proposition was not voted cause of the competition it offers to think I may say, extensions. Theredown by the committee but the promoter of the Bill agreed that he would withdraw these two from the Bill. When the Bill came up for consideration again I was present in the committee and when section 11 was reached I at once moved to have these two branch lines inserted. At that time the Minster of not to the branch from Chipman to Railways and Canals was absent, and at the request of the hon minister of Justice, I agreed that the matter should stand until the return of the Minister of Railways and Canals and I agreed to do so on the express understanding that no matter whether I was present at the time or not, it. The minister returned and I was | Intercolonial Railway. present on the first opportunity after his return upon which this objection to the Nova Scotia section. matter could be considered. When the Bill was ready to be reported I claimed my right to have this section discussed added to if possible, Grand Trunk Pacific is completed a reconsideration of section 11.

Mr Carvell. If it is any satisfaction to my hon friend (Mr Sproule) I will tell him at once that I voted against opening up section 11. voted against it and I have no apologies to offer. The intention of the resolution was to get a chance to repeal the resolution passed the day before regarding the Montreal branch. But I did not consider and I do not consider now that it was necessary for me to vote to open up section 11 in order to consider the question of the branches from the Transcontinental Railway Company to St. John and to Halifax, because I had my rights reserved or supposed that I had, when this questrespassing upon the time of the amendment to a Bill which has al-Committee. I would like to discuss Pacific ocean.

In the Commons on the 22nd day | Mr Foster. I am afraid my hon

Mr Carvell. I am obliged to my the Minister of Railways, who took | hon friend, but I will do my best to strong ground against the amend- finish. At all events, there will be another meeting of this committee, and possibly I might be able to finish

> Mr Foster. I suppose it won't make any difference if the speech is cut in two?

Mr Carvell. The National Transcontinental Railway have received power to build a road from Moncton to Winnipeg, and at the incorporation of the original Grand Trunk Pacific they were given authority to build a branch line from Chipman to

Mr Emmerson. There were six Mr Carvell. Then I am safe in Brunswick, forty or forty-five miles in length, and have to operate it as an independent railway and have to finance it as an independent railway have this included in the Bill. Let the Intercolonial Railway.

that statement?

Mr Carvell. I was not present in the committee, but I was told it was made there.

Mr Emmerson. I took that exception to the Halifax branch, but St. John

Mr Carvell. Do you now take exception to it?

to including it in the Branch Line Bill for other reasons, but not for that reason.

Mr Carvell. I was not present in be included. Had I more time at because I was at that time busy on the committee, but I was informed my disposal, I would have discussed another committee, I should have on credible authority that the Minis- the proposal at greater length. I the right to go into this matter and ter of Railways objected to it on get the voice of the committee upon account of the competition with the

Mr Emmerson. That was my

Mr Carvell. Let me point out what we have to contend with in that portion of Canada, When the but I was told that I was too late and commences to do business, I because section 11 had been carried presume we all take it for granted and a motion was passed-I might as | that St. John will receive some porwell be frank in stating it-refusing tion of this business on account of its geographical position. I do not Dr Sproule. And you voted for it. know that any one could reasonably pany used in the first draft of their ask that freight should be carried Bill. I understand that the Grand from Chipman or from Cross Creek, Trunk Pacific Company are not only or any other point west of St. John, willing, but anxious, to have this to Moncton and then back to St. branch incorporated in this Bill. John, if it can reach St. John by a more direct, better and cheaper member if there was any notice route. It must be patent to any given of this? person who has ever studied the map of New Brunswick that a more direct and feasible route must be devised than to take this freight to St. John. I shall give a few figures to show why I make this statement.

Mr Emmerson, I am already convinced of that. Mr Carvell. From Chipman to St. John via Moneton it is 150 miles, tion was under discussion. Howev. and from Chipman to St. John by other branch lines, and it was Food. er the chairman decided against me. the direct route it is 75 miles. If a actually printed in the first Bill pre-I have no fault to find with him for branch were built from Chipman to having done so, but it is for that St. John you would have a saving of reason that I am bringing it up in | 75 miles as compared with the route the House. I am offering this ex- around by Moneton, and in that 75 planation as the reason why I am miles you would travel 35 or 40 miles over the Intercolonial Railway. I House at this late date in the session | am now assuming that the road is in order to discuss mp proposed located on what is called the back or central route. If it were, then ready been passed by the Railway | the next point we could turn off towards St. John would be at or rear briefly the reasons why I ask that Cross Creek, From Cross Creek to this amendment should be inserted. | Moneton and back to St. John would When the Grand Trunk Pacific was be 190 miles, and from Cross Creek | connecting of the Grand Trunk Paci-

or another road built near the same location, the distance would be 100 miles, or, in other words, you would have a saving of 90 miles as compared with the journey around by Moncton. Just here let me say that down in New Brunswick we will not raise any objection to your paralleling any existing lines. Give us all the competition you can, and you won't have any one in New Brunswick finding fault. Now, suppose the transcontinental road is located on the river route, down the valley of the St. John, in that case you will turn off at Fredericton, and from Fredericton to St. John via Moncton would be 195 miles, whereas from Fredericton to St. John direct it would be 65 miles. Therefore you would have a saving of 135 miles to get to St. John by the direct route rather than by going around by Moncton. It does not make any difference whether the central route or the river route be adopten, because if it is the centra! route it which is owned and operated by the Intercolonial Railway, at or near Cross Creek, and in the original Bill the Grand Trunk Pacific has the right to utilize the Intercolonial Railway. They will therefore have the right to utilize this road to Fredericton, and of course there would have to be constructed or purchased a road from Fredericton to St. John. For these reasons, it seems to me that this branch should be included in the Bill. And if this branch is not included, what have we got? We simply will have the conditions as they exist to-day. We have the Intercolonial Railway, which we can use from Cross Creek to Fredericton in case the back route be adopted, and we have the Canadian Pacific Railway. But the Grand Trunk Pacific would have to apply to the Railway Commission to get the right to use the Canadian the Central Railway already built, but while I do not want to discuss here the actual conditions of the New Brunswick Central Railway, I do not think any one would say that when they are operating and financ- as at present located, it would be ing all the rest of their branches up to the standard of the Grand under one great charter. I cannot Trunk Pacific. I think I am safe in see what earthly harm it will do to going that far. I think I also can go so far as to state that if you attempt us examine the contention advanc- to utilize the present Central Railthe rejection of this branch is be- tensive repairs, changes, and, I fore you are driven back to the ori-Mr Emmerson. When did I make | ginal Grand Trunk Pacific charter, and I submit that it is not the wish of the Grand Trunk Pacific to operate one little road down in New Brunswick as an independent branch when all the rest of its branches in Canada are incorporated in one great company, to be financed in one company, to be managed in one company and to be owned by one company. Therefore, I say that Mr Emmerson. I take exception there is no reason that I can see why this branch should be eliminated from this Bill; but, on the contrary

> sible, and I therefore beg to move, seconded by Mr Martin, that a new clause 18 be added as follows:-From a point on the eastern division of the National Transcontinental Railway to St. John or such other port on the Bay of Fundy as may be considered by the company more accessible and better adapted

for the purposes of the company.

there is every reason why it should

have tried to give to the House my

views in as concise a manner as pos-

I am here using the exact words which the Grand Trunk Pacific Com-

Mr Sproule. Might I ask the hon.

Mr Carvell. There was notice given on Monday last.

Mr Sproule. I mean with reference to the charter. Did it come Moncton and then bring it back to before the Standing Orders Com-Mr Carvell. Certainly. It was in-

> cluded in the first Bill which the Grand Trunk Pacific Branch Lines Company presented to parliament. sented to parliament this session-Mr Foster. How came it to be

> Mr Carvell. I was told that it was at the request of the Minister of Railways and Canals.

Mr Foster. Then you cannot get him to cut it in again. Mr Carvell. I hope that the committee will.

friend and myself have both the same object in view, that is, the

THREE FACTS

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Moncton and by way of the Intercolonial. I view this matter from a practical standpoint. I recognize that the Grand Trunk Pacific Company in 1903 and 1904 asked authority from this parliament to build certain branch lines, as well as a lease from the government of Canada. They asked authority from the government of Canada, when it should have constructed a trunk line from Winnipeg to Moncton, to lease and operate that trunk line. A part of the scheme and arrangement and agreement on the part of the Grand Trunk Pacific Company was that they should build certain branch lines; and they are held to that agreement. This is another company coming in here. They can ask for authority to build a branch line from some point on the Grand Trunk Pacific to the city of St. John (Continued on third page.)

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AND UNDERMINING HEALTH BY USELESS WORRY-NEW VITALITY OB-TAINED BY USING

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Brain and nerve force is squandered in a way which would be utterly condemned in the use of money. And of what value is money as compared with health?

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If you should be healthy, happy incorporated they had the right to to St. John direct, utilizing the pre- fie with the city of St. John by a and successful, test this great food build a line from Moneton to the sent Intercolonial Railway, or the branch line apart from the connec- cure, 50 cents a box, at all dealers, present Canadian Pacific Railway, tion with that railway will have at or Edmanson, Bates & Co. Toronto.