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## Carvell's Amendment Carries.

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

**VOTE STOOD 44 to 20.**

In the Commons on the 22nd day of June, Mr. Carvell made an effort to further assure the building of a branch line from some point on the G. T. P. to the city of St. John. The discussion was participated in by the Minister of Railways, who took strong ground against the amendment proposed by our member. On June 25th the House divided on the question, giving a majority of over 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 on Monday of this week, regarding a branch line which was in the original draft of the Bill in the maritime provinces. The notice which I gave refers to two branch lines, one from Moncton to Halifax and one from a point on the Transcontinental Railway to St. John, or some other point on the Bay of Fundy. I may say that in so far as the line from Moncton to Halifax is concerned, I have no personal interest in the matter and I do not care whether the question is pressed or not. I gave the notice at the request of one of the Nova Scotia members. It is not my intention to move an amendment in regard to this branch, but if any other gentleman wishes to move it I will be only too willing to support him. Perhaps it is my duty to state to the committee the reason why I am coming here this evening 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 the Intercolonial Railway. Therefore the proposition was not voted down 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 Minister of 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, because I was at that time busy on another committee, I should have the right to go into this matter and get the voice of the committee upon it. The minister returned and I was present on the first opportunity after his return upon which this matter could be considered. When the Bill was ready to be reported I claimed my right to have this section discussed added to it if possible, but I was told that I was too late because section 11 had been carried and a motion was passed—I might as well be frank in stating it—refusing a reconsideration of section 11.

Dr. Sproule. And you voted for it.

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. I 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 question was under discussion. However the chairman decided against me. I have no fault to find with him for having done so, but it is for that reason that I am bringing it up in the House. I am offering this explanation as the reason why I am trespassing upon the time of the House at this late date in the session in order to discuss my proposed amendment to a Bill which has already been passed by the Railway Committee. I would like to discuss briefly the reasons why I ask that this amendment should be inserted.

When the Grand Trunk Pacific was incorporated they had the right to build a line from Moncton to the Pacific ocean.

Mr. Carvell. I am obliged to my hon. friend, but I will do my best to finish. At all events, there will be another meeting of this committee, and possibly I might be able to finish it then.

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 St. John, N. B., and in the same Bill they were given power to build eight or nine other branches, every one of which is included in the Bill now under discussion.

Mr. Emmerson. There were six altogether.

Mr. Carvell. Then I am safe in saying that the other five are included in this Bill, and why it was considered desirable to cut out the branch from Chipman to St. John is something I cannot understand, and as to which I have not had a satisfactory explanation. Suppose this amendment be not added, we will be told: Oh, well, the Grand Trunk Pacific have the right to build that branch line if they want to. Yes; but the Grand Trunk Pacific have the right to build the other five branch lines if they want to. The Grand Trunk Pacific do not want to build one single branch line in New 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 when they are operating and financing all the rest of their branches under one great charter. I cannot see what earthly harm it will do to have this included in the Bill. Let us examine the contention advanced by the Minister of Railways, that the rejection of this branch is because of the competition it offers to the Intercolonial Railway.

Mr. Emmerson. When did I make 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 not to the branch from Chipman to St. John.

Mr. Carvell. Do you now take exception to it?

Mr. Emmerson. I take exception to including it in the Branch Line Bill for other reasons, but not for that reason.

Mr. Carvell. I was not present in the committee, but I was informed on credible authority that the Minister of Railways objected to it on account of the competition with the Intercolonial Railway.

Mr. Emmerson. That was my objection to the Nova Scotia section.

Mr. Carvell. Let me point out what we have to contend with in that portion of Canada. When the Grand Trunk Pacific is completed and commences to do business, I presume we all take it for granted that St. John will receive some portion of this business on account of its geographical position. I do not know that any one could reasonably ask that freight should be carried from Chipman or from Cross Creek, or any other point west of St. John, to Moncton and then back to St. John, if it can reach St. John by a more direct, better and cheaper route. It must be patent to any 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 Moncton and then bring it back 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 Moncton it is 150 miles, and from Chipman to St. John by the direct route it is 75 miles. If a branch were built from Chipman to St. John you would have a saving of 75 miles as compared with the route around by Moncton, and in that 75 miles you would travel 35 or 40 miles over the Intercolonial Railway. I am now assuming that the road is located on what is called the back or central route. If it were, then the next point we could turn off towards St. John would be at or near Cross Creek. From Cross Creek to Moncton and back to St. John would be 190 miles, and from Cross Creek to St. John direct, utilizing the present Intercolonial Railway, or the present Canadian Pacific Railway,

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 130 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 adopted, because if it is the central route it must cross the Canada Eastern, 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 Pacific Railway or they would have to come back to parliament for a charter to build a new road. If you go to Chipman and turn off, there is 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 as at present located, it would be up to the standard of the Grand Trunk Pacific. I think I am safe in going that far. I think I also can go so far as to state that if you attempt to utilize the present Central Railway, it would require very extensive repairs, changes, and, I think I may say, extensions. Therefore you are driven back to the original 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 there is no reason that I can see why this branch should be eliminated from this Bill; but, on the contrary, there is every reason why it should be included. Had I more time at my disposal, I would have discussed the proposal at greater length. I have tried to give to the House my views in as concise a manner as possible, 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.

I am here using the exact words which the Grand Trunk Pacific Company used in the first draft of their Bill. I understand that the Grand Trunk Pacific Company are not only willing, but anxious, to have this branch incorporated in this Bill.

Mr. Sproule. Might I ask the hon. member if there was any notice given of this?

Mr. Carvell. There was notice given on Monday last.

Mr. Sproule. I mean with reference to the charter. Did it come before the Standing Orders Committee?

Mr. Carvell. Certainly. It was included in the first Bill which the Grand Trunk Pacific Branch Lines Company presented to parliament. Notice was given of this the same as other branch lines, and it was actually printed in the first Bill presented to parliament this session.

Mr. Foster. How came it to be cut out?

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.

Mr. Emmerson. I think my hon. friend and myself have both the same object in view, that is, the connecting of the Grand Trunk Pacific with the city of St. John by a branch line apart from the connection with that railway will have at

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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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