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NOTICE.

ALL PERSONS IN ARREARS For Water and Sewer RATES up to November 1st Last, are hereby notified that unless said Arrears are Paid on or before 15TH OF DECEMBER

That Legal Action will be Taken for the Collection of same. A. G. FIELDS, Supt Water and Sewers, H. W. BOURNE Woodstock, Nov 25, 1910.

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F. B. CARVELL'S SPEECH

(Continued from first page)

Mr. BLACK. The rates on the main lines are the same.

Mr. CARVELL. My hon. friend will find that they are from twenty-five to thirty-five per cent less on the intercolonial railway than on the Canadian Pacific railway. I would rather my hon. friend gave the details. However, some hon. gentlemen during this debate may have an opportunity to give them. My hon. friend from Hants (Mr. Black) says that these companies will go on and build hotels and develop the intercolonial railway. Well, why does the Canadian Pacific railway not build hotels? They own some 8,000 or 10,000 miles of road in Canada.

Mr. TALBOT. Are they not building any hotels?

Mr. CARVELL. Well, they have a few eating houses along their road. There is a hotel at St. Andrews which they did not build, but was built by another company, and which they took over.

Mr. TALBOT. What about the Chateau Frontenac?

Mr. CARVELL. That is a splendid hotel, one of the finest in Canada, and the Canadian Pacific railway have another in Winnipeg, but there are a thousand miles between Winnipeg and the Chateau Frontenac. What other hotels have they got? They have the Place Viger, but it is a railway station. Have they any in New Brunswick? Not one except the Algonquin hotel at St. Andrews, which is owned by gentlemen close to the Canadian Pacific railway.

Mr. TALBOT. And the Alexandra at Winnipeg.

Mr. CARVELL. Yes, but that is a thousand miles from Chateau Frontenac, and they have no other hotel except the Place Viger, between those two points. Let me tell my hon. friend that the number of hotels the Canadian Pacific railway have built do not go very far towards building up a country. If my hon. friends lived along a company owned road, as I do, they would soon see the fallacy of their argument. The Canadian Pacific railway is, in my opinion, the finest railway organization in Canada at any rate, but that company is working for the interests of its shareholders, and is taking out of the people every dollar it can without falling foul of the Railway Commission, and will continue to do so. Any other public utility company will do the same thing. These companies are not philanthropists working for the common good but are working for them selves; and if my hon. friend from Hants (Mr. Black) had five years experience of Canadian Pacific railway ownership, he would not be so much in favour of their getting the intercolonial railway as he is this afternoon. What I contend is that the intercolonial railway should continue to be a government operated road. That, I believe, to be in the interests of the people of eastern Canada. I know that we are getting cheaper freight rates than we would from a private company. My hon. friend from Assiniboia (Mr. Turfitt) says that we have no business to get these cheaper rates. Well, I only reiterate the oft repeated assertion that we have spent a hundred million dollars on our canals from which we do not receive a cent of revenue and are spending a million dollars and more per year on them for maintenance, and we hear of no public outcry against that expenditure. I say that the people of the maritime provinces and the province of Quebec are entitled to what they are getting as part of the confederation compact.

If it be a proper principle to maintain the intercolonial railway as a government road, then the resolution of my hon. friend from North Cape Breton (Mr. McKenzie) is perfectly in order. The board or commission which is managing this railway ought, not only from the point of view of good business, but also because they owe it to the people of Canada, to develop the territory served by the intercolonial railway and make it what it ought to be. The intercolonial railway is not pushing out for business and I quite understand why. Every time it requires a siding, it has to come to parliament for authority. What we ought to do is put the road on the same basis as a company owned road and get rid of red tape. Let us put the intercolonial railway on a business basis, let us see that it is run from the operation standpoint just as a stock company road is run. If it be necessary to put in a siding or build a branch line let the board have the authority to do that without coming each time to parliament. There is no reason why this country should not be willing to spend \$20,000,000 on branch lines in

the eastern province; just as it is willing to spend \$70,000,000 to develop the Welland canal. I am prepared to vote for it, but I really want my friends from the other provinces to vote to build branch lines wherever necessary along the line of the intercolonial railway.

Then, we have the principle, which my hon. friend has been so ably advocating for years and which the government adopted last year, namely, the acquisition of branch lines. The same condition exists in eastern Canada to-day with regard to branch lines that existed in Ontario and Quebec some 20, 30 or 40 years ago. In Ontario and Quebec, some 25 or 30 years ago, there were many branch lines built by independent companies, the majority of which no doubt received government assistance, but which were afterwards found not to be remunerative to those who invested money in them. What was true in Ontario and Quebec at that time is true now in the maritime provinces. In order to make these branch lines a success it was found necessary in the upper provinces to amalgamate them with the big trunk lines. They then became feeders of the Grand Trunk railway and the Canadian Pacific railway and became profitable, which never would have been the case had they remained independent. If it is necessary for the Grand Trunk railway and the Canadian Pacific railway to acquire branch lines by purchase or by lease or by construction it is just as necessary for the intercolonial railway. I understand that the government have gone so far as to say that they will lease the branch lines. What I contend is that if it be necessary to get a branch line into a fertile or productive territory, or even into a territory not so fertile or productive, the government should buy it if they cannot lease it, and in this way bring the prosperity to the people of that territory to which they are entitled. Go down into the maritime provinces to-day and investigate the condition under which some of those branch lines are operating and you will see that it is impossible for them to make any money. They have to run under separate business management they have not the necessary rolling stock, and they cannot get the business. That is looking at the thing from a railway standpoint. But look at it from the standpoint of the shipper, and you will find that he is compelled to pay practically two prices for his transportation, whereas if these branch lines were incorporated with the intercolonial railway, he would get the one through rate, and that through rate would not vary, to any appreciable extent, from the rate on the main line, because a distance of a few miles does not make very much difference in his transportation, by rail. If the government cannot lease these branch lines let them buy them, but get them in some way. Then if there are not branch lines into a territory, the government should build these branches wherever there are people who require them and business to be developed. If the government will adopt that policy I have no hesitation in saying that the maritime provinces and eastern Quebec will prosper to an extent they have never yet succeeded in doing. We have business there in large quantities; we have many places lying dormant for lack of railway facilities. I believe such to be the case in some parts of Cape Breton. If so, it is the duty of the government to build branch lines wherever necessary and give those people the transportation facilities to which they are entitled.

TWO NOTABLE SPEECHES

(Continued from first page)

Hon. Mr. Flemming charged the Liberals with a great many faults. For one thing he said that they gain power in 1873 "under false pretences." Shades of Diogenes, think of a member of the Hazen government talking of "false pretences," with the ghosts of those pre-election promises of 1908 not yet laid! He said that the Liberals had been and are unprogressive. He said further, that the Liberals had not shown themselves "able to grasp big questions." Too bad, too bad. Sad, indeed. Ah, why did not Providence give the Liberals a big man, a Flemming, instead of a Mackenzie, a Laurier, a Fielding?

The Provincial Secretary, like Mr. Munro, dilated upon the surpassing excellence of the Hazen government. He also bore tribute to the zeal with which he and Mr. Munro have labored "in the interest of the county and province." About the only good quality that The Mail has yet to find in Hazen ministers and their supporters

taking to themselves is that of modesty. As he has so often done in the past, Mr. Flemming proclaimed the honesty of the government, that is, the honesty of his mod'ist self and his colleagues. There is such a thing as asserting too vehemently and too frequently the existence of something which has been denied to exist.

Mr. Flemming also spoke in regard to the Hazen school book policy. Very wisely, however, he contented himself with a half-statement of the facts. He pointed out that the direct cost to the people of some school books is less now than it was formerly, and he made a great deal about alleged "rake-offs" received by certain book-sellers from the former government. Then he declared that last year the cost of operating the school book department was slight. But he did not tell the people that there was an admitted deficit in the operations of the department in 1909. He did not tell the people that the government—the people's agent—has paid out for school books much more than it has received from the sale of those books and that if the loss becomes absolute it is the people who must pay the piper. He did not point out that in view of the expenses of transporting the books, distributing them, etc., the indirect cost of the books to the people, even under the best circumstances, will be much greater than the direct cost. He did not point out that the indirect cost to the people has been made much greater by the course of the ministers in creating offices in the school book department for Mr. A. D. Thomas and other faithful Conservatives. In a word, he did not point out that the direct cost of the books to the people may be less than formerly but that indirectly the people are paying far more than on the surface they appear to be. Both Mr. Flemming and Mr. Munro make very "convenient" speeches.

Mr. Flemming apparently had not much to say in regard to the Valley Railway question. All The Press says of this part of his speech is that he "dealt with the Valley Railway and other subjects." The Provincial Secretary is occasionally shrewd enough to avoid the thin ice. But, surely, it was remarkable that, speaking of one of the most momentous questions that has ever confronted the people of New Brunswick and speaking in a town which is specially interested in that question, the Provincial Secretary should say nothing more important on the subject than could be covered by five or six words in the report of his own party paper. Mr. Munro had a little more to say than did Mr. Flemming. The chief burden of his song was that Mr. Upham, of Carleton, had opposed the Hazen scheme for the Valley road and that some other opposition men had taken the ground that the people might well pronounce upon the question. Again "conveniently," Mr. Munro ignored a pertinent fact—namely, that some government members dodged the Valley Railway vote. Where, for instance, was the medical Commissioner of Agriculture when the bill was put through the House? Was he present battling valiantly for a Valley Railway? Or had he slipped back to Kent County?

Mr. Munro condemned Mr. Upham because the latter fought to have it made imperative by legislation that the proposed Valley line connect with the Transcontinental at or near Grand Falls, and because he supported the proposition that the road should be operated as a part of the intercolonial system. Fair-minded men will agree that Mr. Upham was unmistakably right in the attitude he took. He opposed the scheme to have the Valley Railway nothing more than a local branch line of the Canadian Pacific, the scheme to have it perhaps nothing more than a sample of "electrified Seepiar"; Mr. Munro and Mr. Flemming voted for the branch line, trolley road scheme. Mr. Upham voted to have the road operated under an agreement which would ensure operation in the interests of the people and not in the interests of a monopolistic corporation; Mr. Flemming and Mr. Munro voted against sanctioning such an agreement. Mr. Upham voted to have the road built and operated under an agreement that would ensure through connection with Upper Canada and the west; Mr. Munro and Mr. Flemming voted against such a plan as opposed to the branch line scheme. The people can judge for themselves as to who has taken the wisest and most public-spirited course in regard to the Valley Railway. They can judge for themselves whether the government scheme of a local road, virtually a branch of the Canadian Pacific, perhaps an electric car line, or the opposition plan of a high grade line with through connection, competing with the Canadian Pacific, is best calculated

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lated to serve the interests of the people.

Yes, when they are dissected a bit, these "notable" speeches were indeed notable. But that sarcastic adjective was applied by The Conservative Press, not by The Mail. It is with The Press, not The Mail, that the Provincial Secretary and his followers must find fault.

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