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PETER FARRELL & CO**The Intercolonial Railway Discussed in Parliament**

The Majority of Members Express Themselves as Being Favorable to Improving the Road by Acquiring and Operating the Branch Lines--Hon. Mr. Graham Announces That the Government Now Has the Matter Under Serious Consideration--Hon. Mr. Emmerson and Mr. Carvell Contribute to the Debate.

Ottawa, Dec. 12.—Parliament today gave its consideration to the question of the Intercolonial's future. There were suggestions that it should be disposed of and there were more for retaining it as the property of the people, and expanding it by the addition of branches.

There were many speakers, but none of them wanted the system continued upon its present basis. The argument developed the opinions that the railroad should be expanded by the construction of branches or turned over to some company which would do this.

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ed the resolution and the construction of branches, but thought this was a demonstration in anticipation of the coming election in Nova Scotia.

Dr. Black of Hants (Lib) advocated the transferring of the Intercolonial to a private corporation.

Mr. Kyte of Richmond advocated the expansion of the Intercolonial by the acquisition and building of branch lines to take proper profits from its own territory.

F. B. CARVELL

Mr. Carvell did not believe in government ownership, but there were few people in New Brunswick who would favor handing over the Intercolonial to the Canadian Pacific. It would be better to try and make the Intercolonial a high grade road. It should be put on a business basis by the development of a system of

rights over the Intercolonial so they could give the people the service they required and were entitled to.

HON. MR. GRAHAM

Hon. Mr. Graham said the management of the Intercolonial was one of the most difficult problems of the government, owing to diversity of opinion among both friends and opponents of the road.

He agreed with Mr. Emmerson that the Intercolonial had never been given a fair show, and this was due much to the rule of parliament requiring full publicity. A private company did, by a few men, what it thought best for the road. If they succeeded wholly or partially nothing more was heard of it. If they did not they were with the majority, for seventy-five per cent of the roads of this continent had passed through the hands of liquidators. The system of tender and contract was not always the best. What railroad was required to publish to its competitors every detail of its business as the Intercolonial? Would the Grand Trunk or the C. P. R. do this?

I. C. R. A CANADIAN INSTITUTION

He would not discuss the Intercolonial as a Quebec-Maritime Province institution. It was a Canadian institution, and the people of Ontario had benefited largely from it, and he believed the Maritime Provinces had benefited from the canals.

There were large projects pressing on the government, the Georgian Bay canal, the Hudson Bay railroad, and the government could only go as fast as the country's revenue warrants.

The C. P. R. was running trains to Halifax, the National Transcontinental soon would be, and the Canadian Northern declared that they soon would be in the Maritime Provinces. All have transatlantic steamships. All wanted running rights over the Intercolonial. If they were given the right to handle local business the Intercolonial would have to drop trains, or run some trains with very small traffic. It was a difficult problem to give these roads the accommodation they sought and at the same time protect the Intercolonial. The system the Delaware & Hudson had of entering Montreal and accounting for tariff to the C. P. R., whose tracks they used, would not solve the question.

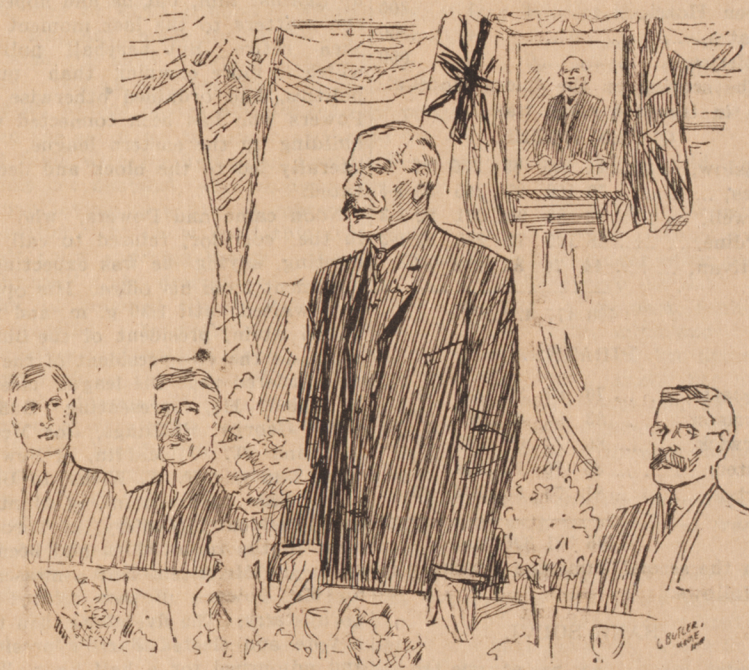
I. C. R.'s. FUTURE UNDER CONSIDERATION

The question of leasing or building branch lines was now under the consideration of the government, and it would have been further advanced if the finance minister had not been compelled to seek a rest. On Mr. Fielding's return the government would take up that matter with one or two others, and he hoped they would be able to arrive at a policy which they would lay before the house at the present session. As he had a good deal more to say he would adjourn the debate.

Mr. Borden wanted to know if the question would be taken up again.

Mr. Graham said the government had no desire to side-track the question, but the policy which the government brought down might obviate the need of proceeding further with Mr. McKenzie's motion. In any event there would be full opportunity to take it up later.

Mr. Borden said that for its size Nova Scotia had as many undeveloped resources as any province of Canada. (Continued on page four)



HON. GEORGE P. GRAHAM.

Minister of Railways Discussing the Future of the Intercolonial

Hon. Mr. Graham made the beginning of a speech in which he progressed far enough to give a strong indication that there would be something doing in the direction of branch line development.

MR. MACKENZIE

Mr. MacKenzie of Cape Breton, asked the house to agree to a resolution declaring the time had come to extend the Intercolonial to the counties in Nova Scotia which now are without railway accommodation.

He specified Guysboro, Inverness, Richmond, Victoria and the South of Cape Breton, as being without railways. He declared that these counties were rich in minerals, timber, agriculture, and fish, for which they could find no market. A railroad would give the people of these counties a market, and would give them prosperity, and would add to the business of the Intercolonial in a most beneficial way.

The present government had done much for transportation by deepening the canals, building the National Transcontinental, improving the St. Lawrence, developing great ports on the lakes and Atlantic, and had greatly improved the Intercolonial. Now was the time to go a step further and give the Intercolonial and branch lines without which no railroad could thrive, and with which the Intercolonial would prosper. Branches were promised by private companies, but the people wanted the Intercolonial to build its own branches and thought it could get more profit from them than they could from privately built lines.

MR. TURIFF

Mr. Turiff said if there were Nova Scotia counties which had no railways, steps should be taken to give facilities. However, he did not favor ownership operation of railways by the government. He would prefer turning the Intercolonial over to one of the great railway systems of Canada today. He would assign the rent even if it were only 1 percent to the subsidizing of branch lines. That would mean twenty million dollars in subsidies. If the Intercolonial were turned over to a private company the maritime provinces would not lose the road. On the contrary they would have better railroad services given them. They would find the railroad promoting steamship lines, the establishment of factories, the opening of mines and the building of branches.

Mr. Madden of Cape Breton favored

branch lines where business was to be found.

HON. MR. EMMERSON

Hon. Mr. Emmerson declared that a railway must grow or die, and this was true of the Intercolonial, as of any other road. The Intercolonial had never been given a fair show. In the time of the Conservatives it had not been given a fair show because there were more in sympathy with the C. P. R. in that party, and since 1896 the Intercolonial had not been given a fair show because there were men in the party and possibly in the government allied with corporations. He did not mean they were improperly allied.

The best evidence that Canada had an asset in the Intercolonial was the fact that the Canadian Pacific and Canadian Northern were so anxious to acquire it. The establishment of industries and hotels was put forward as an argument for disposing of the Intercolonial, but the C. P. R. had been in New Brunswick for many years and had never established an industry or built a hotel. If Halifax or any other city could not get a hotel without giving the Intercolonial for it, they had better get out of business.

Canada owned two great things, one was the canals system and the other the Intercolonial railroad. The people could do anything they pleased with them, but the last thing they should do would be to sell them. As well turn over to a company the post office of Canada. The Canadian Pacific was projecting lines to get the business of the New Brunswick coal and oil fields, the plaster deposits, and was after the Prince Edward Island trade. The authorities should lose no time in seeing that the Intercolonial was expanded by means of branches to take the benefit of the business which it could develop in its natural territory.

He declared that there should be at least \$20,000,000 spent in giving the Intercolonial a proper system of branch lines.

E. M. McDONALD

E. M. McDonald said Nova Scotia was the only province, except P. E. Island, which was not traversed by the National Transcontinental. The resolution of Mr. Mackenzie led to one of two things, either the Intercolonial should be developed by the building of branches, so as to properly serve the province of Nova Scotia, or one of the great railway systems of Canada should be given running

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