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MAKING A GALLANT FIGHT.

Maritime Province Members in Conflict with

GRAND TRUNK COMPANY.

Persistent Efforts to Pin Mr. Hays Down

TO AN AGREEMENT THAT HIS TRANS-CONTINENTAL ROAD

Shall Carry Western Products Only to Canadian Ports.

Ottawa, May 13.—The promoters of the Grand Trunk Pacific Railway bill this morning scored heavily on their opponents, who, in a moment of inattention, allowed the preamble to pass, which commits the committee to the principle of the measure. When the opponents of the measure realized what had happened there were loud protests, but Chairman Hyman was firm in his ruling, although he relaxed the rules in order to allow the discussion on the first clause to take the widest possible range. This was taken such good advantage of that two hours later, when the committee adjourned further consideration until May 27, no clause had received sanction.

After the Chairman had twice asked the question, "Shall the preamble be adopted?" and met with no response, he declared the preamble adopted and called for discussion on the first clause.

The opponents of the bill looked at each other blankly, and Mr. Talbot protested that the committee was not ready for the question. The Chairman, however, was firm, and insisted that the committee had been afforded ample opportunity for discussion.

Mr. A. E. Kemp asked the privilege of putting to Mr. Hays several questions, which was accorded him. In reply to a series of questions Mr. Hays stated that the apportionment of the earnings between the Grand Trunk Railway and the Intercolonial Railway under existing arrangements was satisfactory to the G. T. R. that the G. T. R. has handed over a considerable amount of export grain to the Intercolonial Railway for export via St. John or Halifax; that under the existing arrangements the Grand Trunk Pacific would be able to transfer products originating in Canada to the Intercolonial for export via winter ports in the maritime provinces; that Canadian products, if the Grand Trunk Pacific is built, will not find their way to the seaboard with greater advantage via the Grand Trunk and Portland than via St. John and Halifax. If the Grand Trunk Pacific cannot make satisfactory arrangements with the Intercolonial Railway for an all-Canadian route to a Canadian winter port, Mr. Hays said his road would be prepared to build a line on its own behalf.

Mr. Emerson—Has the preamble of the bill been passed?

The chairman—Yes, the preamble of the bill has been adopted, and this discussion is on clause one.

Mr. Cochran—Has the Minister of Railways any idea how much grain the Intercolonial can handle from Quebec to the seaboard?

Mr. Blair—I would say, without hesitation or reluctance whatever, that we can handle by the Intercolonial for the ports of Halifax and St. John all the traffic that the Grand Trunk Pacific would be able to give us at the city of Quebec.

Mr. Logan—All they would have to give you?

Mr. Blair—All they would have to give us, or all they might give us.

Mr. Talbot—But supposing they are not anxious to give to you?

Mr. Blair—Then we cannot take them by the throat, but there is no question in my mind, from the present state of the road and the improvements taking place, that we would be fully equal to the capabilities of the Grand Trunk at any time and under any circumstances.

Mr. Fowler—I would like to ask if Mr. Hays would be willing to have a clause incorporated in this charter to the effect that all the Canadian trade developed along the route of the Grand Trunk Pacific should go to Canadian ports, that is, all intended for export?

Mr. Hays—Does the hon. member wish me to say that we should disregard the routing of the shipper?

Mr. Fowler—It does not make any difference to the shipper, providing he gets his goods carried as cheaply.

Mr. Hays—I would tell the hon. gentlemen that the largest portion of our shipments are routed by the shipper, and we are legally compelled to observe his routing.

Mr. Fowler—Then I understand you to say that you would object to such a clause as suggested?

Mr. Hays—I did not say so.

Mr. Fowler—Then I ask you, would you object to such a clause?

Mr. Hays—In the way you expressed it, yes. We could not disregard the routing of the shipper.

Mr. Fowler—Then what sort of a clause would you suggest?

Mr. Hays—I ask the hon. gentleman to suggest it himself.

Mr. Fowler—It strikes me that if you come here with a bill you should come with a bill that would meet the views of the committee and the country. That is what appears to me.

Mr. McCarthy—If the hon. gentleman wishes to amend it he can move an amendment to any clause.

Mr. Fowler—I am making the suggestion, and it seems to me that Mr. Hays who represents the company that is asking for this charter, should be inclined to meet the views of every member of the committee if he can. That's my view of it. Now, then, as to facilities at the maritime ports, did I understand, Mr. Hays, from what you said the other day, that the Grand Trunk Railway had provided facilities at Portland, with the exception of small assistance from the city of Portland? Is that correct?

Mr. Hays—I don't think so.

Mr. Fowler—Well, what is the right statement as to that?

Mr. Hays—I said the facilities were provided jointly by the city and by the Grand Trunk.

Mr. Fowler—Well, now, would the Grand Trunk Pacific be willing to have a clause put into the charter just to extend its line to the maritime provinces?

The Chairman—He has answered that question two or three times.

Mr. Fowler—Do I understand that if the Intercolonial do not promote facilities, then the Grand Trunk Railway would build a line into the Maritime Provinces?

The Chairman—He has answered that if the Intercolonial did not provide facilities for the handling of the traffic, then the Grand Trunk Pacific would build the line.

Mr. Fowler—Do they agree to have a clause like that in the charter?

Mr. Hays—The Grand Trunk Pacific do not object to any reasonable clause in the charter.

Mr. Fowler—But there might be a difference of opinion as to whether that is reasonable or not. I don't think that is an answer to my question.

Mr. Hays—I may say to the hon. gentleman that the bill is before the committee for their consideration and for

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their amendment or satisfaction as they see fit, and I would be very glad if the gentleman would put what he has suggested to the committee in such shape that they could consider it.

Mr. Fowler—Would Mr. Hays consider a clause of that kind to be a reasonable one?

Mr. Hays—Yes.

Mr. Fowler—Supposing the Intercolonial Railway do not provide the necessary facilities at the ports, would the Grand Trunk Pacific do so in order that the freight might be handled?

Mr. Hays—Naturally they would have to do that.

Mr. Emerson—That is more than the C. P. R. do at St. John.

TO USE CANADIAN PORTS.

Hon. H. R. Emerson said he desired to discuss the proposition from a national standpoint, and insisted the desire was general that Canadian products should reach the seaboard through Canadian territory at a Canadian port during all seasons of the year, and that the products should be brought to the seaboard at a minimum of cost. The promoters of the bill had not established that they proposed building clear through Canadian territory, or were prepared to do so. He believed the country would never have a guarantee that the desires of the people would be carried out until the Government railways were extended into the wheatfields of the west. The committee should recognize the fact that the interests of the G. T. R. would lie in utilizing the facilities which they now have at Portland, and could the committee show the G. T. R. that it was to their interest to carry the products of the west through Canadian territory to Canadian ports and Canadian ships at all seasons of the year they might do so. The bill did not propose to utilize a Canadian port in winter. For one he was not in favor of granting the privilege to the railway, under the terms which they have asked, and would prefer to extend the Government system of railways. But if the country was not prepared to do this, then it must be entrusted to a private corporation.

Mr. C. B. Heyd inquired whether the road was to be a patriotic or a business enterprise. It could hardly be both. Grain could not be carried a long distance as cheaply as it could for a short distance. If an attempt were made to force any railway to carry grain a longer distance than necessary it would increase the cost and injure the farmer. It would be a poor business proposition to decrease the price of grain in the northwest by a couple of cents a bushel in order to build up the ports of the Maritime Provinces.

BROKEN PROMISES ALLEGED.

Mr. Hance J. Logan said that if he understood the sentiment of the people of this country, it was to have an all-Canadian line through all-Canadian territory to Canadian ports. (Applause.)

Mr. Wade said they recognized two things: one that another trans-continental line was necessary in order to relieve the congestion in the west and give an outlet to its products; and the other that the proposed line should be built at the earliest possible moment. They did not wish to compel the western producers to ship to the Maritime Provinces, but to make it to the advantage of the company to ship at least a part of the products from the Canadian west to the ports of St. John and Halifax. If Mr. Hays would express himself favorably to a line starting from Moncton, and going by Levis to the westward, it would satisfy the maritime provinces.

Mr. Blair said they had gone so far as to ask Mr. Hays to consider whether or not his company would consent to incorporate in the bill a clause providing for the construction of a line continued from Quebec down to the maritime provinces to Moncton, with a branch from a suitable point to St. John. "I have had in my own mind, necessarily and properly," said Mr. Blair "the interests of the Intercolonial Railway, and I have not felt that I would much desire to see another line of railway constructed which would enter into competition with the government road, unless it should appear to be imperatively necessary that such work should be undertaken. Therefore, it has been thought, and it has been suggested to Mr. Hays, that a clause might be incorporated in the bill, and that if a satisfactory traffic arrangement were offered between the G. T. Pacific and the Intercolonial Railway, and approved by the government, as the result of which the traffic which they would have to forward to Portland should find its way over the Intercolonial, then the government would have the power to supersede this clause, and discontinue with the construction of that portion of the line. I know of no reason why the Grand Trunk Pacific should not be willing to agree to terms, which would be fair to the Intercolonial and would be satisfactory to themselves. I think that an arrangement of that kind could be arrived at between Mr. Hays and myself that would be fair and just, and protect the interests of the country, and safeguard the interests of the Intercolonial; and, if we have the traffic secured to us, to our Canadian ports, both winter and summer, as well as we possibly can by any legislation we could pass, then the construction of another road is unnecessary, and I think the object we all have in view would be securely accomplished.

Mr. Bell asked what was the suggestion referred to by Mr. Blair.

Mr. Blair—That a line be built from Quebec to Moncton, with a branch to St. John. He did not think, however, that the Grand Trunk Pacific would want to build a line to the Maritime Provinces if a reasonable arrangement in regard to the traffic could be agreed upon.

In reply to Mr. Wade, Mr. Hays stated that he saw no reason why the company should not accept the amendment to clause 13 suggested by Hon. Mr. Blair. As he understood it, the proposal was not to confine the railway to any one proposal, but to let them build the line, buy some existing line, or make arrangements with the Intercolonial.

Mr. Wade said it was his desire to make it incumbent upon the company to have the line start from the city of

Birth-marks which mark and mar the outside of the body are a grief to every mother whose children may bear them. But for every child who bears a birth-mark on the skin there are many who bear an indelible birth-mark on the mind. Nervous mothers have nervous children and many a man and woman owes an irritable and despondent temperament to those days of dread when the mother waited the hour of her maternity. The use of Dr. Pierce's Favorite Prescription strengthens the mother for her trial. With strength comes a buoyancy of spirits and quietness of mind which is one of the happiest gifts a mother can bestow on her offspring. By giving vigor and elasticity to the delicate womanly organs, "Favorite Prescription" practically does away with the pain of maternity and makes the baby's advent as natural and as simple as the blossoming of a flower. There is no opium, cocaine or other narcotic contained in "Favorite Prescription."

Moncton, instead of from the city of Quebec. Then there would be an incentive to use Canadian ports for Canadian products.

Mr. Fraser (Gaysboro) declared that if people wanted to build with their own money a line in this country that would be of advantage to Canada they should be allowed to do so. If a subsidy were granted he did not want the shippers of this country to be burdened with greater freight charges in addition to having to pay the interest on that subsidy. He would suppose from what had been said that the Grand Trunk Pacific was to carry nine-tenths of the traffic of the west. Where did the C. P. R. and the Canadian Northern come in? However there was already a project before parliament to build from Levis to the lower provinces in the shape of the bill of the Quebec, New Brunswick & Nova Scotia Railway. Then they had Mr. Hays' statement that if satisfactory arrangements could be made with the Intercolonial Railway, the Grand Trunk Pacific would build to Moncton, with a line to St. John.

After some further discussion the bill went over till May 27.

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I told you, said the teacher, apologetically, to Tommy, that I should whip you if you did not tell your father you had run away from school, didn't I? That's all right, responded Thomas. I didn't tell him. One of your beatings is a picnic compared to one of dad's.

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Peter—Truth is stranger than fiction Archibald—To most of us, yes; but still it's not so bad when you get on speaking terms with it.

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Celluloid Starch gives a glossystiffness and preserves the solid blackness. Use two tablespoonsfuls to a quart of cold water and add a little boiling water to clear it. Forming goods, skirts, delicate laces, etc., the results will be excellent.

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