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MR. EMMERSON'S SPEECH.

Able Argument of the Minister of Railways

IN MOVING RESOLUTION FOR GOVERNMENT

Acquisition of Canada Eastern Railway.

(Concluded from Saturday.)

Mr. Haggart—The whole traffic of the road is only \$116,000 for passengers and freight. How could they bring \$125,000?

Mr. Emmerson—That is only with respect to the \$125,000 interchange at Chaudiere Junction according to the report of Mr. Tiffin, and of Mr. Mackenzie the Intercolonial engineer who make this report as to the interchange of traffic.

Mr. Haggart—Surely the minister must be mistaken in some way. The whole earnings of the road are only \$116,000, passengers and freight, and how could there be an interchange of \$125,000?

Mr. Emmerson—If my hon. friend will refer to the report?

Mr. Haggart—I do not care anything about the report. I have your report in which it is stated the whole traffic from passengers and freight is about \$116,000 per year.

Mr. Emmerson—In Mr. Mackenzie's report I might read this letter. It is dated March 21, 1904, in which it is stated:

The inward business between the Canada Eastern and the Canadian Pacific railway amounts to about \$125,000.

That simply means the interchange of traffic at Chatham Junction which goes by way of the Intercolonial railway to western points, and which does not represent either gross or net, the earnings of the Canada Eastern, but which represents the interchange of trade at that point coming from Chatham Junction.

Mr. Kemp—Coming and going.

Mr. Emmerson—Coming and going. Mr. Kemp—Does that not represent charges that are earned by other roads which may haul that freight 500 miles or 1,000 miles? Does not that include the earnings of the other roads, only a portion of which goes to the Canada Eastern?

Mr. Emmerson—That may be, but that does not effect the question. I am not putting that down as earning power, or as representing the gross business of the Intercolonial railway, but what it does mean is that the Intercolonial railway, by reason of its connection with the Canada Eastern, is enabled to have this traffic over its line as far as it goes. A portion of it may go beyond Chaudiere Junction and Levis to American points, or it may go to the eastern townships, but wherever it goes, if the Canadian Pacific railway had connections there and could invade that territory and had control of that line from Chatham Junction to the town of Chatham and to Loggieville, then it would be all lost to the Intercolonial railway.

Mr. Barker—Does the minister say that his officers have told him that that \$125,000 traffic could be taken away by any other line?

Mr. Emmerson—Certainly it could.

Mr. Barker—The greater portion of it must be for points on the Intercolonial railway that the Canadian Pacific railway could not reach.

Mr. Emmerson—There may be a proportion, but this represents the shipment from this point, and it is composed very largely of fish and pulp.

Mr. Barker—The hon. gentleman tells us what the total traffic is. His officers could tell him exactly what the interchange is for points that the Canadian Pacific railway could reach, but the minister is giving the whole traffic.

Mr. Emmerson—My hon. friend mistakes the point I am seeking to make. It is not as to what proportion belongs to the Intercolonial railway, or what is retained by the Intercolonial railway today; but it is with respect to the control of the traffic within that territory. The traffic originating at Loggieville and Chatham finds its market at American points.

Mr. Barker—Does the minister mean to say that the traffic originating at Loggieville or Chatham amounts to \$125,000 a year interchange?

Mr. Emmerson—That is what I said at that point—Chatham Junction.

Mr. Haggart—You will find it is the total value of the products exchanged there.

Mr. Emmerson—It says that the interchange of inward business between the Canada Eastern Railway and the Intercolonial Railway amounts to about \$125,000 a year, which, if the Canada Eastern Railway were made a competing line, would be lost to the Intercolonial railway, and that traffic, instead of going up over the Intercolonial Railway, would go by way of the Canadian Pacific Railway to Fredericton, and thence on to Boston and other American points by way of the Canadian Pacific Railway to the Boston and Maine Central. A portion of that goes today over that line, but if the Canada Eastern were to be secured by the Canadian Pacific Railway, no portion of that traffic would go by way of the Intercolonial Railway up to Quebec to connect with the Central, the Grand Trunk Railway, or any other railway there. That is the point I am seeking to make, and that is the point the officers made in their report in respect to that.

Mr. Barker—What is the total interchange of traffic at the junction point, whether it is divertible to other lines or not? The \$125,000 includes everything?

Mr. Emmerson—I have stated to my hon. friend that some of it goes by way of the Intercolonial railway.

Mr. Barker—And could not go any other way?

Mr. Emmerson—It could go another way.

Mr. Barker—There must be a very considerable traffic to points on the Intercolonial railway that cannot be reached by any other line.

Mr. Emmerson—For the twelve months ending the 29th of January, 1904, there was shipped from Chatham 169 car-loads to Canadian points via Fredericton; that is, by way of Fredericton and the Canadian Pacific railway to Canadian points; there were 47 car-loads to Canadian points via Chatham Junction, and 11 car-loads to United States points via Chatham Junction.

Mr. Kemp—Surely the Intercolonial railway would get very little earnings out of that traffic at the present time?

Mr. Emmerson—But the Canadian Pacific railway gets it, and if the Intercolonial railway had control of that section of the line from Chatham Junction, instead of allowing that to go around by the Canadian Pacific railway, they could take it from Chatham Junction.

Mr. Kemp—But they take it now and lose money at the end of a year.

Mr. Emmerson—My hon. friend is anxious to take even the little express business and send it around by way of the Canadian Pacific railway; but I am actuated by a higher and, I trust, a holier motive; I want to secure this business for the Intercolonial railway; I want to see that traffic come by the Intercolonial railway to the Chaudiere and make connection there for American points. It can be done to the advantage of the shipper; it can be done to the advantage of the Intercolonial railway; and it will not be contributing to American lines as is now the case, because when it strikes Vanceboro on the Canadian Pacific railway, it runs over the Boston and Maine system to Boston and other points.

Mr. R. L. Borden—There is a little more definite statement as to this in Mr. Tiffin's report, at page 58, of the documents brought down.

Mr. Emmerson—I asked hon. gentlemen to refer to that. For the twelve months ending January 26th, 1904, there were 141 carloads shipped to New England and western points via Fredericton. You see, by reason of the arrangement which has existed, the Intercolonial railway loses all that. There is no reason why all that Loggieville and Chatham traffic should not be enjoyed by the Intercolonial railway.

Mr. E. D. Smith—That traffic is now enjoyed by the Canada Eastern.

Mr. Emmerson—Very largely; it goes by the Canadian Pacific railway.

Mr. E. D. Smith—But the Canada Eastern carries it from points on their own line to the Intercolonial railway.

Mr. Emmerson—And to the Canadian Pacific railway. The point is that the Intercolonial railway can take that traffic originating along the line of the Canada Eastern at Chatham Junction, and have the benefit of the haul over the Intercolonial railway to Montreal in the case of western bound freight.

Mr. Barker—Where was that traffic from Loggieville destined to?

Mr. Emmerson—Some of it to the Canadian Pacific. I gave the exact number of carloads.

Mr. Barker—You have told us that in gross. It may have been going to a point where you would not receive it on the Intercolonial railway at all.

Mr. Emmerson—The greater proportion of it came down over the

Intercolonial railway—45,000 as against 31,000 by the Canadian Pacific railway; but it takes its origin in Canadian cities, very largely in Montreal.

Now, aside from the general traffic of the road, there is the Canadian express business, which, from the following statement, will be seen to be increasing quite rapidly:

1895		\$1,545 42	\$ 695 43
1896		1,671 29	752 08
1902		2,371 42	1,067 14
1903		2,822 30	1,270 01

It will be seen that these figures have doubled since 1895; and if the business were taken from the Canada Eastern, there would be still greater loss to the Intercolonial railway as the proportion of receipts accruing to the Intercolonial from this business must be greater than the proportion accruing to the Canada Eastern, on account of the much longer haul over the Intercolonial. This express business is growing. The receipts of the Intercolonial from it amount annually to about \$100,000 net. It is run on the co-operative principle, and that is about the proportion accruing to the Intercolonial. If we did not take over the Canada Eastern and it were to become a part of another system, the Intercolonial would not have the benefit of that express traffic, because there would be no way of getting into Fredericton or reaching the intervening points between Chatham Junction and Fredericton, or, for that matter getting into Chatham. If this were a matter for the consideration of a railway corporation, sound business principles would actuate it to endeavour not only to secure this road, but to prevent it being secured by another company, because that would shut them out from the volume of business which is principally to be shared by them; and if a railway corporation would do this in consideration of sound business principles, why should not the government do it in this instance?

Mr. Barker—Will the hon. gentleman explain what effect the Grand Trunk Pacific will have upon this line? It cuts this line in two, and, according to the views of the hon. gentleman, it will give a shorter and more direct route. Is that going to improve the traffic?

Mr. Emmerson—It is going to have an entirely different source of supply. I am glad my hon. friend mentioned the Grand Trunk Pacific, because it cannot find its way to Moncton without crossing this railway, and it will be of very great advantage to that road as a part of the Intercolonial to have a connection with the Grand Trunk Pacific at that point. My hon. friend may think that by making that interjection, he is overturning the argument which I am endeavouring to make as to the advantage the Intercolonial will have in being connected with the Canada Eastern. The Intercolonial gets its supply from an entirely different source from that which will feed the Grand Trunk Pacific, and they will in no way clash or interfere with each other; but it would be to the advantage of the Intercolonial to have the Canada Eastern, particularly during the construction of the Grand Trunk Pacific, and the development of that country and its coal fields. All this would be of very material advantage to the Intercolonial and to the country tapped by these roads at that point.

Now, it cannot be said that the price is too high. I do not for a moment anticipate that hon. gentlemen opposite will raise any very serious objection to the resolution now in your hand; but if they did, somebody might say that the road was not worth the price which we are paying for it. It seems to me if there ever was a good bargain, this is the one. For instance, we are not paying double the value of the rails and the ties on the road.

Mr. Kemp—The value must be on the earning power of the road.

Mr. Emmerson—Not necessarily so at all, and not fairly so. If that were so, there would be no railway subsidies granted in this country at all. Many railroads are built with the view of developing the country, and we give them subsidies because they are not supposed to be very successful transportation companies. In the development of a new country, there must necessarily be a loss in constructing a line of railway in a new section, and the experience of this railway is not different in that respect from the experience of other roads. Therefore you cannot properly base the valuation of a road on its earning power; it would be unjust and unfair, and has never been recognized in Acts of parliament or in the conduct of public affairs in this country. Just take the rails of that 136 or 140 miles, and you would have as the price of old rails today being realized on the Intercolonial upwards of \$300,000 worth. And then you take the ties and you have nearly a half a million dollars worth.

Mr. E. D. Smith—What is the weight of the rails?

Mr. Emmerson—Fifty-six and fifty-eight pounds and some sixty, according to the report of the engineer.

Mr. Kemp—What amount will it require to bring the road up to the standard of the Intercolonial, both as regards the roadbed and the rolling stock?

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Mr. Emmerson—I have not an engineer's estimate of that, but it would not require very much money to make the road a first-class standard, though possibly not up to that of the Intercolonial. It would not necessarily require to be up to the standard of the Intercolonial because it is not a trunk line and never will be. Without getting a report from any engineer, I have been over the road and am satisfied that \$1,000 per mile will make it a splendid, up-to-date road, and in my opinion this road in the course of the next year or so will be worth \$1,000,000, especially considering the situation of the government as regards the Fredericton bridge. Here is the Fredericton bridge owned by the government, which has been there for years, and out of which the government have never realized anything. But by operating it in connection with this road, it will be of advantage to that section of country, and the business interests of the whole Dominion, because it is important, not merely to that section but to Montreal and Toronto and other industrial centres of the Dominion, that the business advantages shall be increased at Fredericton and all other points, because at these places the manufacturers of Ontario and Quebec find a very profitable market. On the other hand it will certainly be of advantage to Fredericton and the adjacent points to be put in connection with the markets of the west by railway competition.

Mr. E. D. Smith—Are there any large villages or small towns between Fredericton and Chatham?

Mr. Emmerson—Yes, quite a number. There are Marysville, Boiestown, Loggieville, Blackville, Millerton, Indian town and other points all along the line. There are some very large saw mills at some of these points and a great many other industries.

Mr. E. D. Smith—Can the hon. minister give the total population in the towns and villages along that road?

Mr. Emmerson—I should think there would be a population of about 30,000.

Mr. Gourley—Is it fairly settled all along?

Mr. Emmerson—Yes, and it is very largely a lumbering country, and a very excellent agricultural country at different points. Mr. Tiffin, in a report which he made in 1902, thus speaks of the traffic:

I find that for the year ending Oct. 31, 1901, the total freight traffic amounted to 114,406 tons, on which the earnings amounted to \$88,958.18; passenger traffic for the same period amounted to \$32,839.42; mails, \$3,994.24; miscellaneous receipts, including express, \$2,092.34; making a total revenue of \$127,884.22.

He continues: There are several good towns on the line, having fair populations and good business prospects. The most important of these is Fredericton, the capital of the province. Then comes Marysville with its large cottonmill, sawmills, &c. Chatham has a population of about 5,000, at which point are located a number of sawmills and two pulp mills, the largest of which is unfortunately closed down

through financial difficulties.

By reason of this closing down the earning power of the Canada Eastern during the past three years has been very materially affected, but I am glad to say that the strongest possible hopes are held out that this industry is to be re-established on a larger basis with very strong capitalists behind it. Mr. Tiffin goes on to say:

Loggieville, the headquarters of Loggie Brothers, at which place there is quite a large fish industry; Blackville with a population of about 1,000; Boiestown, which is the distributing centre for a large amount of produce that goes into the various lumber camps; Doaktown, with a population of about 1,000; and the rest of the places on the line are all small villages, but all more or less fairly good traffic points.

[CONTINUED ON SIXTH PAGE.]

Woman is often referred to by man as "doubling his joys and halving his sorrows." That may be complimentary but it would seem to be rather hard on the woman. For in plain terms it means that where things are going well with the man his wife makes them go better. But when things are going ill with him, he expects the wife to share his burden. And there's more truth than poetry in this presentation of masculine selfishness. Men don't appreciate the fact that the strain of motherhood alone is a burden bigger than all the loads that rest upon male shoulders. They see the wife grow thin, pale, nervous and worn without a thought that she is over-burdened. Among the pleasant letters received by Dr. Pierce are those from husbands who have waked up before it was too late to the crushing burdens laid upon the wife, and in the search for help have found in Dr. Pierce's Favorite Prescription a restorative which has given back to the mother the health of the maiden and the maiden's happiness. "Favorite Prescription" always helps, and almost always cures. It has perfectly cured ninety-eight out of every hundred women who have used it when afflicted with diseases peculiar to women.

ANOTHER CLERGYMAN

Fell Victim to a Pretty Girl—Romantic Circumstances.

Ottawa, August 6—A pretty little romance of love with which a talented Ottawa girl is connected and in which Cupid appears to have once more scored, is furnishing the theme for talk in some of the social circles of Ottawa. The young lady in question is Miss Lea Larue, the charming daughter of Madame Larue, of this city, who comes from an aristocratic family in Quebec. Pretty, accomplished and possessed of more than ordinary talents, the young lady, who is a graduate of the Gloucester Street convent, has been given the advantage of finishing her education abroad and in Paris, where for some time she has been pursuing advanced vocal studies, has won considerable celebrity as a singer, being the recipient of numerous invitations from the upper strata of Parisian society.

Some months ago the young lady went on a trip to Scotland, where by the destiny of fate she happened to meet the Anglican clergyman, Rev. A. Chisholm, of MacGregor, Manitoba, who was also touring there. Attracted by her beauty and accomplishments, the little minister, like Mr. Carmichael in "The Bonnie Brier Bush," lost his heart completely, and a proposition of marriage was made and not viewed with disfavor, although the affair was kept rather quiet. The clergyman returned some several months ago, and went to his charge in the West, but memories of his romance abroad were enlivened and kept fresh by the interchange of correspondence.

The climax was reached a few days ago when the pretty little singer arrived from Paris and went through to Winnipeg, where the marriage to Mr. Chisholm took place. On returning to MacGregor a hearty welcome was extended to Mrs. Chisholm on behalf of the congregation.

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