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G. T. BRANCH LINES.

Parliament Discussed Some Features of the Transcontinental Railway Project.

MR. CARVELL WILL MOVE TO HAVE ST. JOHN AND HALIFAX BRANCHES RESTORED TO BILL.

Ottawa, June 19.—The Grand Trunk Pacific Branch Line Company bill was proceeded with in committee yesterday.

Mr. Lancaster opposed it on the ground that no good reason had been given why the branches should not be built by the G. T. P. Railway Company but by another Company. He understood that the branch lines of a railway generally paid, while the Trunk Line did not. This might be the reason incorporation was sought for a separate company to handle the branch lines.

Hon. Mr. Emmerson said the bill had been thoroughly considered by the railway committee. When in that committee it had been amended by the insertion of a number of safeguards. No new principle was involved by the bill. He could see no reason why it should not be given a third reading.

Mr. Pringle objected to the bill because it proposed to build branch lines from branch lines and because it did not respect the principle that railroads should not be paralleled within thirty miles of each other.

WOULD HAVE RAILWAYS SIX MILES APART.

Hon. Mr. Emmerson said that even if parliament had years ago laid down the principle that there should be no paralleling within thirty miles it would not be possible to maintain that principle hereafter in view of the demand for railways by the west. As far as he was personally concerned, he believed nothing should be allowed to stand in the way of granting the demand of the people of the west for railways.

Mr. Cochrane.—Then you would allow railways to be built within ten miles?

Hon. Mr. Emmerson, in reply, said railway experts held that six miles of good country on either side of a railway would provide it business for profitable operation. They also held that a farmer should not be at a greater distance than six miles from a railway.

Mr. Lancaster complained that the present bill was a departure from the legislation of 1903 and 1904, because it put the branch lines in the hands of another company than the G. T. P. Company, and this interfered with many arrangements made with the original company, and might result in great injury to the country for the branches were the money making part of a company.

FAVORS SOME ELASTICITY.

Hon. Mr. Emmerson, in reply, said that parliament would not be departing from the usual course in passing such legislation as was proposed. There ought to be some elasticity in such matters. In the case of the South Ontario Pacific road, that charter was given to the C. P. R., and there was no opposition. There

were two great lines in the west, the C. P. R. and the Canadian Northern. Between these lines a territory had to be served. It was necessary for this new trunk line to get feeders. The trunk system would be fed by Canadian traffic. There were applications almost daily for other lines crossing the G. T. P. trunk line. They were granted. No one would object to that. The more railways in the west the better.

Canadian trade would benefit by these roads. There were rival railways opposed to these branches. All companies were more or less selfish. The G. T. P. was selfish, but what they all had had to do was to work for what was good for the country. Because somebody said years ago that there should be thirty miles between all railways in the west was no argument for him. He was not holding a post-mortem examination on what was said in Hansard.

Mr. Lancaster.—But you have a contract with the G. T. P. and that company should build the branches.

Hon. Mr. Emmerson.—We have a contract with the C. P. R., and they do the same thing.

BORDEN WANTS REASONS.

R. L. Borden said that the country had pronounced upon the G. T. P. What the opposition wanted to know was why the G. T. P. would not build the branches. The minister had said that there were financial considerations. That might exist to some extent, but he would like to thoroughly understand what they were and why it was that the G. T. P. did not build the branches. The country was interested.

Hon. Mr. Emmerson said that the G. T. P. might build the branches, but the company would be handicapped in the financial work in floating all the bonds separately. There would be the G. T. P. Calgary branch bonds, the G. T. P. branch bonds, and so on. In this instance the G. T. P. Branch company would issue bonds, and they would be endorsed by the G. T. P.

Mr. Borden said that the preamble should pass, and they would take up the different sections.

MARITIME PROVINCE BRANCHES.

Clause 11 was allowed to stand, and Mr. Carvell gave notice that when it came up again he would move to insert the branch line from Moncton to Halifax and the branch for the Transcontinental to St. John or any other port on the Bay of Fundy which would be most convenient to the company. These branches were struck out on the ground that they would be competitors to the Intercolonial.

Several non-contentious clauses were adopted, after which the committee rose and reported progress.

A. G. P. R. VIEW.

Mr. Whyte Sees Danger to British Connexion in Hill's Railway Enterprises.

Montreal, June 19.—"If Mr. Hill, after completing his railway connections can induce the wholesale dealers of St. Paul and Minneapolis to cut their prices for Canadians then the entire western trade of the Dominion will be lost to eastern Canada if the country itself is not lost to the British empire."

This rather startling statement was made here last night by Wm. Whyte, second vice-president of the Canadian Pacific railway, and he states that 100 miles of double track between Port Arthur and Winnipeg will be completed by the time the new crop is ready to move.

He also says a good many American business men are settling down in Winnipeg and a great Fourth of

July celebration is in contemplation. He considers that such an unfortunate one. He knows men who have made money in Winnipeg and some of these are the organizers of these Fourth of July celebrations.

"Yes," he added, "a parade and regular Fourth of July orations appear to be in order."

DEAD 20 MINUTES; RESTORED TO LIFE.

Cincinnati, O., June 19.—Dr. B. Merrill Ricketts, whose paper on "Compression of the Heart After It Has Ceased Beating to Restore Life" read at the meeting of the American Medical Association, in Boston, on June 6, created a sensation, consented to talk on the subject last evening. He says a person who had been dead 20 minutes was brought back to life by manipulation of the heart.

"The heart has actually been stimulated to action one or two times after two minutes after the cessation of the heart is time enough to justify a physician in opening the chest and squeezing the heart much as one would a sponge to renew its action. "In illustration let me cite a case of a child of Old Brighton, England, only last year, who was pronounced dead by the attending physicians, and the coroner sent for. The child had been dead supposedly for 5 1/2 hours, when the coroner arrived, yet the child at that time raised its hands and the heart beat and there was life for several hours afterward.

"Manipulation of that heart would, in all probability, have brought permanent life to that child. "The class of cases in which this manipulation of the heart to renew life is especially applicable is where ether or chloroform has been administered, where there has been an inhalation of illuminating or other such gases, in case of shock from fright, injury or surgical operation, drowning, electrocution, strangulation, loss of blood or probably in many cases of diseases or the administration of drugs.

Mrs. Arthur V. Brancome of St. John, and her children are here, the guests of her mother, Mrs. Samuel Owen. Mr. Brancome sails for Europe on Saturday on his semi-annual purchasing trip for Manchester, Robertson & Allison.

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ALEX. BURCHILL,

Superintendent.

Fredericton, June 14th, 1906.

June 15—d101.

Dr. J. W. MacNeill

Physician and Surgeon.

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