

INTERNATIONAL RAIL'Y.

Hon. Dr. Pugsley Introduces and Explains Bill to Give Enterprise Additional Aid.

Opposition Leader's Criticism.

In the legislature Tuesday afternoon, Hon. Mr. Pugsley introduced a bill to amend the act granting aid to certain railways. He said: I feel quite sure that this bill will commend itself to the favor of the house. In 1903 the legislature authorized the granting of aid to the Restigouche & Western railway, now named the International railway, by guaranteeing its bonds to the extent of \$5,000 a mile for fifty miles. It also was to receive a subsidy of \$2,500 a mile for its entire length of 110 miles. The cost of building this railway has been much greater than anticipated, owing to the increased cost of labor and material, and I am assured that it will cost at least \$5,000 a mile more to build the railway now than it did three or four years ago. The cost of this railway has been greater because the government insisted on the road of the highest character, suitable for a trunk line and first class in every respect. This railway crosses through from east to west and will give a shorter road to the markets of the United States for the products of the North Shore. A short time ago the members of the government went over the thirty-three miles of railway which is now completed, and their opinion of the work done was that it was most satisfactory. In fact, the distance there are seven steel bridges on concrete foundations. The steel rails weigh seventy pounds, instead of fifty-six originally agreed upon, and the cuttings are wider.

It appears from the carefully prepared report of the chief engineer of government railways, Mr. Collingwood Schreiber, that the cost of the railway will be \$27,339 a mile. This gentleman is an engineer of wide experience, and his report and estimate can be relied on. The government found that the company were getting along slowly with their line, being hampered financially. The company presented a memorial to the government through their agent and contractor, Mr. Malcolm, which I shall read. The attorney-general then read the memorial, to which was attached the agreement with the Dominion government giving the company a double subsidy of \$6,400 a mile. Hon. Mr. Pugsley, in continuing, said this double subsidy cannot be obtained unless the cost of the road is at least \$21,400 a mile. In this case it appears that the cost of the first twenty miles of the railway was \$501,230, or about \$25,000 a mile. The chief engineer of the road estimates the cost of the third ten miles section at \$295,726. During the past year a great deal of additional work has been done in the first twenty miles.

Now, for the purpose of insuring this speedy completion of the road, we propose to give it additional assistance, to increase the issue of guaranteed bonds to \$8,000 a mile, and to make it apply to the whole road, which will be 110 miles in length. This sum of \$8,000 a mile is not a large one in comparison with what has been given to other governments to railways. There is one section of the C. P. R. which is bonded to the extent of \$35,000 a mile. The Canadian Northern is bonded to the amount of \$20,000 a mile. This last was authorized by the Ontario government of Mr. Ross and since Mr. Whitney came into power he has entered into a contract with the company to carry out this act. The government of Nova Scotia has lent the South Shore line, from Yarmouth to Halifax, \$11,000 a mile in addition to the provincial subsidies. The Canadian Northern railway's bonds are guaranteed by the Dominion government for the prairie section to the amount of \$13,000 a mile, so that a bond issue of \$8,000 a mile for the road of this class is a very small one.

When the matter came before the government we all recognized that a request of the company for an increase of its bond issue was not unreasonable. We also were agreed that the railway should be pushed on as rapidly as possible and that the company should begin work at both ends of the road in the spring so that it might be completed in about fifteen months.

We have great confidence in the resources of the country through which this road passes. It is in the northern parts of the province that great development is going on, the land is of the most fertile character and I would say to any young man who is thinking of going west that he will do well to give the northern land a trial first. The statistics of the growth of Campbellton in the year 1900 show that in a few years this will be an important city. Campbellton there are now saw mills employing 1,450 men and the number of persons employed in the saw mills and factories is 2,238. Campbellton last year cut seventy millions of log lumber and produced vast quantities of other wood goods such as shingles, etc. Yet all the goods intended for the New England market have to go by the Intercolonial to Quebec and then by Quebec Central to its destination, greatly increasing the distance and cost to the manufacturer. A few miles west of Campbellton on the route through which this railway passes there is a magnificent virgin forest which it is estimated will produce three thousand feet of lumber to the acre. One large firm in the north has under license lands which will produce 200,000,000

feet of lumber which cannot be got to market without this railway. This land is lying dormant and the government is getting no revenue from it. These are good reasons why this line should be built as soon as possible.

In making provision for this we thought that the members of the house would expect us to see that the province got some benefit from that transaction. I think the time has gone by when we should grant by way of gift subsidies to railways, or at all events, no subsidy should be given until it is reasonably sure that the railway will pay. We thought that in addition to the security we took on a guarantee of bonds the subsidy given to the railway should be converted into a debt and made a charge against it.

The bill secured a first mortgage only for the bond issue but also for the amount of the subsidy. The agreement provides that the company shall begin to pay the government interest to the amount of four per cent on the subsidy in seven years after the completion of their line so that if this railway is taken over by some great company the province will get all its money back.

MR. HAZEN CRITICIZES.

Mr. Hazen—I have listened very attentively to the speech of the attorney-general and I am sure one can not help contrasting it with speeches which were made in 1903 when \$5,000 a mile was we were told the cost of the line, then known as the Restigouche & Western, but since changed, to the International, would ask the government for. We are now asked to increase this amount to \$8,000 a mile and this not only for the first fifty miles of road, but yet unbuilt but for the entire length. We were told that the road had such conspicuous merit that there would be no difficulty in completing it without any further assistance from the government. But it soon became apparent that that was not the case by any means, that it was no good as an investment and the capitalists, who had been expected to put their money into it, were very shy of the undertaking.

When in 1903 the government asked the members to guarantee \$5,000 a mile for fifty miles the hon. member for Charlotte, Mr. Hill, said that they had been given to understand that there would be an immense traffic in lumber over this line, but he had never known a railway which depended on lumber, chiefly to pay. They had built a lot of railways but had they resulted in increasing the population to any great extent? He considered it to be the most dangerous measure ever introduced in the House. That was extremely strong language coming from Mr. Hill but subsequent events had amply justified it.

I said then that not \$250,000 but \$550,000 would be wanted but this House was assured that nothing of the sort would occur. I was told was misleading the House, that I assumed that the guarantee needed for the company was just twice as much as it was written down in the bill. The company was told assured the government that they would be able to complete the road if the assistance then asked for was given without coming to ask for more. Either the promoters had assured them of this or they had not. If they had so assured them of this what confidence could the attorney-general have in them now? They started with a guarantee of \$5,000 a mile and now want it increased by an additional \$3,000, making a total with the subsidy of \$10,000 in all for 110 miles. The attorney-general has said that the first 20 miles of the road has cost \$25,000 a mile. What did he say in 1903? He said a road must cost \$21,000 a mile before it can receive the double subsidy from Ottawa. Then he said it costs \$17,500 a mile. If in 1903 it was costing \$17,000 a mile how is it that it is costing \$27,000 now?

The attorney-general—They receive a subsidy of \$6,400 from the Dominion Government. How can they do this if the line is only costing \$17,000 a mile?

Mr. Hazen—By some process of necromancy which I am quite unable to explain. The honorable gentleman talks about the value of the railway. Take the Canada Eastern for instance, 120 miles long and sold to the Dominion Government for \$8,500 a mile. This international line runs through a very sparsely settled country, where for many years to come there will be only a very limited amount of traffic, and it is costing us \$10,500 a mile, while the Canada Eastern, which runs through a fairly populated district was sold for only \$6,500 a mile.

What aid will this road get? In 1903 we were told that the first few sections were the most costly and it was only the first fifty miles that would be the most expensive. If the

first fifty miles were to be the most expensive, why ask for an increase now? The second fifty miles run through much easier country. What does this request amount to? The province will have a lien upon the road, but it will not get any interest for years to come. I said on the previous occasion that it was a dangerous precedent to guarantee the \$5,000 a mile for the first fifty miles, as we could not then refuse to guarantee the same for the remaining sixty miles. When the house guaranteed the \$5,000 it was establishing a principle which has to be carried out. The suggestion that the amount was to be increased to \$8,000 came as a great surprise to me. I never expected such a result until I heard of it in the address in reply to the speech. After having received the solemn assurance from the promoters that \$5,000 would be sufficient how can the honorable gentleman come to the house and ask for \$8,000?

HON. MR. PUGSLEY.

The house must have admired the ingeniousness of the speaker of the opposition got out of the remark he made in his campaign speech at Campbellton. There he sought to convey the idea that he would give further aid to the road. Now he attempts to change this impression by

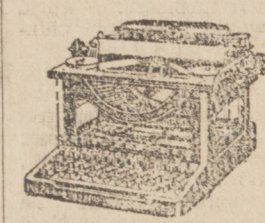
saying that the principle of granting \$5,000 a mile having been agreed to by the legislature as to the part of the road, it could not be refused as to the remainder. That being so, the question today is simply between guaranteeing bonds to the extent of \$5,000 a mile and letting the subsidy go and guaranteeing \$8,000 a mile and taking the \$2,500 a mile subsidy as a claim against the company for which the government will have security. No one will hesitate as to which will be preferred when the \$8,000 will insure the speedy building of this road.

I may say in conclusion, that the company which owns the International railway are willing to put more of their own money in it, for they are asking for authority to increase their share capital to the extent of \$6,000 a mile.

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"For once I'll have a bet where I have an equal chance of winning! Odd or even, for 15,000 guineas!"

"Odd!" replied the peer placidly, and the gambler hurled the magnificent bowl against the wall.

When they counted the pieces Lord Lorne had won.

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Spots on Leather.

Oxalic acid in weak solutions is the best thing to use when removing spots from leather. Two or three crystals of oxalic dissolved in warm water, then applied with a bit of cloth to the spots, will do the work. Wipe closely, and when the spots begin to disappear apply clear water to overcome the acid, which is a powerful bleach. Dry the leather with a clean cloth. For bright leather make the solution weaker.

There are four degrees of merit in the ruby class. The first is the deep blood red oriental ruby—the "cochineal red"—pure, suggestive, without admixture of the brown or violet. The second is the spinel, almost as beautiful as the oriental, but a shade less rich, less supreme in color. The third is the balas, a rose red tint, valuable in proportion to its depth of tint and esteemed perfect only when it attains a certain size and weight. A small pale balas ruby is of very meager value. The fourth is the almandine, or rubicelle, of a yellowish red, oftentimes tinged with brown. The Brazilian topaz is not infrequently made to pass for balas ruby. It is heated in a crucible filled with sand, which drives off the yellow and fills in the rose red tint of the balas ruby. Garnets, too, have often done duty for rubies, and many a writer has confounded garnets, rubies and carbuncles all in a heap together.

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