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Senator Murphy Discusses Railway

Continued from Page One. all your full-fledged officiality who are supposed to be experts, and efficiency experts at that. We in the Maritime Provinces—and I am speaking now for the territory I represent—have certain rights and we pay, properly speaking, our population as much, if not more, as a consuming population to the exchequer as the people of the other provinces of Canada. We have rights that are inalienable—and guaranteed by the terms of Confederation—rights much deferred while we are paying to make the western wheat fields of which we are proud, but which have never given us, so far as the Maritime Provinces are concerned, a commensurate return, a success. We bought the Northwest Territories, which are now provinces, from the Hudson Bay Company, we helped to build the C.P.R., and we have given of our brawn and our brain to the population of that West some of the best men that are in those provinces to-day. We have grid-ironed the country fifty years ahead for those people, and have assumed the vast financial responsibility that is now weighing so heavily on our people without any benefit to them; and what have we received? Speaking for my own home personally, the province of Prince Edward Island—and a person must be modest in speaking personally, and modesty as you know is not one of my attributes—we had to wait practically 50 years for the fulfilment of the elemental terms of Confederation. We handed over our railroad, which is classified as a debt by such a well-known expert as Mr. Payne, for nothing. It costs us \$4,000,000; and, if my judgment of history is worth anything, it was used as a fulcrum to force Prince Edward Island into the Confederation, and I am not sure yet whether or not that was to the advantage of Prince Edward Island. As I have said, we gave this railroad gratuitously and received no credit for it in the original terms. It is true that the Intercolonial railroad, as figured out by Mr. Payne, has shown a deficit, which has been capitalized, which would show an enormous fixed charge for earning power. But when we stop to consider what was given the C.P.R. by the people of this country to implement the terms of Confederation, I think that my western friends should be willing to grant that in the vernacular "they have no kick coming"; and when you consider what we have done since by the building of other lines, and consider also the fixed charges on Canada, of which the Maritime Provinces, and especially Prince Edward Island, which did not have its terms fulfilled for 50 years, is an integral part, I think we have reason for grievance.

I have laboured this for the purpose of appealing to the common sense of everybody that we have a grievance when we ask for the proper facilities of having our railroad which we gave for nothing, broad-gauged to enable us to send our freight from the routing point to its destination without transfer, and we demand also that a deficit on the Prince Edward Island railroad be not shown by charging up \$258,000 for the operation of the car-ferry steamer yearly against the owner of the Prince Edward Island railroad while at the same time the Mulgrave and Hawkesbury ferry is maintained as an integral part of the Canadian National Railway system.

Economically we are, to my mind, up against the proposition to keep faith with the Maritime Provinces. I think it would be better than what is known as the old Intercolonial and Prince Edward Island system should be operated under separate management than that we should be charged with the sins of the West. We have put up too long with this kind of jug-handled policy. Originally this was a narrow-gauge system built by some nigger-in-the-wood-pile men who were behind the scenes, and who could get a contract. In those days railroad building was not well understood. The contractors got so much a mile for building, and they went around creeks and crevices, and avoided grades, and all that sort of thing. Finally they had built some sort of road. It was not very good in the old days, but it cost the country \$4,000,000. When our representatives came up here—I was not born then, or was born not long before—those men put it over them, and they handed over the railway. As a matter of fact, they had reached a stage at which they could not borrow money. The province was 500 per cent solvent, but certain influences prevented them from borrowing any more money in England, in order that they might be forced into Confederation. Unfortunately for the party element, the parties got into antagonism, and one ran to Ottawa and the other ran to Ottawa, each trying to make the best of the bargain and take the province out of the chaos, when they could not do anything else with the financiers of London. Although the Province was almost 1,000 per cent solvent and there were great possibilities for fruition, there had to come a leg at the door. Now, we gave the railway for nothing, but we have asked and we now ask that it be broad-gauged. The car ferry has been built. It took us fifty years to drive the Government to that, but we have absolute communication now. Part of the railway has been transferred from Charlottetown to Emerald, from Emerald to Borden, and from Emerald to Summerside; but we want the rest of it broad-gauged and we want the line to route us straight through, so that vegetables shipped in the morning can come through the same day and will not have to be transferred.

Another Attempt To Recover Lost Bullion

LONDON, April 28.—Another attempt is to be made this summer by the Admiralty to recover the remainder of the bullion lost when the armed liner Laurentic was mined and sunk off the north coast of Ireland in 1917.

The salvage vessel, Racer, together with the Canadian drifter No. 1, will undertake the salvage work for the fourth summer.

The Laurentic went down in 20 fathoms (120 feet) of water four miles off the coast of Donegal carrying gold bars to the value of between \$10,000,000 and \$15,000,000.

Four years of pounding by Atlantic gales have reduced the wreck to a shapeless mass and each year the work has been more difficult. Last summer the divers found that about 250 tons of hull and deck-plates had settled on the strong room, where the gold was stored, breaking it in. The result was that only about \$25,000 was recovered, compared with \$1,250,000 the previous year.

The Racer is now equipped in addition to every possible contrivance for aiding divers, with a "recompression chamber." A diver can reach the bottom in half a minute but after prolonged immersion at 20 fathoms below the surface, half an hour has to be allowed for raising him because it brought up too quickly he is likely to collapse. The great pressure at 20 fathoms saturates the system with nitrogen, gas that in the recompression chamber the nitrogen can be eliminated gradually.

The Fateful Years For Every Woman

How to Overcome Troubles That Afflict Women Only. So far as a woman's health is concerned, probably the most fateful years in her life are those between 45 and 50. Many women enter this period under depressing conditions, through overstrain in household cares, or a neglected condition of the blood, and so they suffer heavily.



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