

THE DAILY HERALD

Published every evening, (Sunday excepted)
by the

Herald Printing & Publishing Co.,

(LIMITED.)

Fredericton, N. B.

SUBSCRIPTION: \$4.00 PER ANNUM.

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DAILY HERALD.

TUESDAY, NOVEMBER 25, 1902.

CANADA'S GREAT PROSPERITY.

The proposal to build another trans-continental railway in Canada has called fresh attention to the wonderful prosperity and development this country is enjoying at the present time, and the splendid prospects for steady advancement in all that makes for greatness. While we in the maritime provinces are proud of the natural resources in this part of Canada, and anticipate that in time we shall have a largely increased population and much greater wealth, we have to confess that the greatest hope lies in the west, where development, though great, is yet in its infancy. Those who are living twenty-five years hence will see millions of prosperous people in the west, great cities rising on every side, and enormous wealth.

Canada during the past year has experienced a most satisfactory period of advancement, and we are not dependent on the boast of any politician or over-charged enthusiast for the evidence of our wonderful progress. The hard facts from the trade returns, from the immigration figures, the bank statistics and other reliable sources speak eloquently of the general prosperity of this country. Then we have the evidence of the general manager of the Bank of Montreal whose address before the recent meeting of the Bankers' association is worth reproducing.

Mr. Clouston said:

"The year that has elapsed since our last meeting has witnessed a further remarkable expansion in all branches of Canadian trade and commerce, in which the business of banking has had its due share. It has been a year of no untoward incident in the domain of mercantile affairs. The prosperity enjoyed in bountiful measure since 1897 continues unabated, and no clouds are yet perceptible on the horizon, save perhaps an undue and speculative desire for financial expansion to anticipate the profits that still lie in the future. On the contrary, the signs from which encouragement and hope spring are abundant. A bountiful harvest has been safely gathered, particularly in our Northwest, and is rapidly being carried to market, thanks to the liberally increased facilities provided for its transportation. The last returns show that the amount of grain moved to date this year exceeds by nearly 40 per cent, the total for a similar period in 1901. Labor is fully employed; manufacturing industries are working well up to their capital; immigration is increasing at a rate which prompts the hope that we are at last succeeding in solving the problem of populating the Northwest; new markets for our products are being exploited and old markets enlarged; means of transportation are being supplied and improved. Indeed were one disposed to dwell on the possibilities of the future in the way of material development and prosperity, the field would afford a vast scope. Railway earnings, clearing house returns, figures of foreign commerce, the failure list, bank statements, in a word, all the tests by which the material conditions of a country are judged, indicate that Canada is experiencing an exceptionally high degree of prosperity."

This is cheering information and a complete answer to those who prophesied that stagnation and decay would follow Liberal occupation of the government at Ottawa.

RAILWAY DREAMS.

For forty years dwellers in the St. John river valley have been dreaming dreams of the location and construction of a through line of railway through their peaceful and promising country—a great artery of commerce that would put them in direct and speedy communication with

the outside world—not a branch railway connecting with a through line, but a real genuine trunk line. The dreams have not yet been realized, but the dreamers will dream on.

The nearest approach to realization, was during the confederation campaign when one of the political fathers now passed away told in eloquent language of the splendid results that would follow the union: the Intercolonial railway would push its way down the St. John valley;—he could at that moment almost hear the shriek of the government engines echoing through the Keswick woods and reverberating along the valley of the Nashwaakie. It was coming sure—this through line of railway, but one morning the peaceful dwellers by the St. John awoke to find the I. C. R. girdling the North Shore.

But these dreamers never gave up hope although their patience has been sorely tried. At least a dozen times since confederation they have had absolute assurance that the big railway scheme for putting the St. John valley in full touch with the outside world, was about to go. Indeed on one occasion a line was partially constructed between this city and Woodstock, but it was soon hung up—turned out to farming operations, and the dreamers dreamed on.

Only last winter there came over this country exciting, wonderful stories of a Yankee syndicate that would build a road through the St. John valley and connect us with all creation; enthusiasts assured us that the Vanderbilts and the Webbs had become interested in this great province, and would extend their system right through to St. John and Sydney. It was a beautiful dream but the awakening was very rude.

Now we are dreaming again. The Grand Trunk is coming this way with its great trans-continental line, and inside of five years we shall hear the voice of the conductor of "the Imperial Limited" shout "all aboard for Montreal, Winnipeg, Edmonton, Fort Simpson and all points on the Pacific coast."

Let us dream on; it is pleasant and we run no risks. Let us hearken to the political hypnotist, and be happy, but let us not expect too much.

New Brunswick will sincerely regret the loss of Mr. Harvey Mitchell and Mr. J. F. Tilley, dairy superintendents, who have engaged to go to South Africa to teach the Boers modern dairymen methods. Both young men have proved energetic and efficient aides to the agricultural department of this province. Mr. Mitchell is a York county man, son of Mr. George Mitchell, of Keswick Ridge, and a nephew of the late Premier Mitchell. Mr. Tilley belongs to Woodstock, and is a son of Mr. C. L. Tilley, the well known cheese manufacturer. Their selection for an important work in the new colonies is a strong tribute to their efficiency, and while regretting their departure the Herald wishes them ever success in their new field of labor.

Ex-Governor McInnes, of British Columbia, announces that he will be a candidate in Barrard, vacated by the death of Mr. Maxwell, Liberal M. P., and will run as an independent Liberal. The ex-governor, who is a native of Cape Breton, and was for many years a senator, was discharged from the position of governor by the Laurier government because of arbitrary conduct in dismissing his ministry, and feels rather sore at his old Liberal friends, which accounts for his appearing in the guise of an independent. His son, who sat in parliament for a time, but resigned because he could not have all his own way, has just been taken with the Prior local government of British Columbia.

Some weeks ago the Herald announced that there was a surplus of \$1,000 from the St. John exhibition, and a newspaper in that city took us sharply to task for publishing incorrect information. The official figures show a surplus of \$989.25, so that the Herald was only \$10.75 out of the way.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

Mr. Pelton, nominated by the Liberals of Yarmouth for the House of Commons, has withdrawn, and is succeeded by Mr. B. B. Law, who was urged in the first instance to accept the candidature, but for business reasons declined. While Mr. Pelton was regarded as a strong candidate it is believed that Mr. Law will poll a larger vote. His father the late Hon. Wm. Law represented the county for many years in the legislature and was never defeated.

Only eight "Fathers of Confederation" survive, and only three of them continue to occupy public positions. Sir Oliver Mowatt, 82 years old, is Governor of Ontario, and Hon. R. B. Dickey, 91, and Hon. T. A. Macdonald, 73, are members of the Senate. The other survivors are Sir, Charles Tupper, 81; Hon. William McDougall, 80; Sir Hector Langevin, 76; Sir W. P. Howland, 91; and Sir Ambrose Shea, 84.

Labor for lumbering operations is badly needed in the Quebec district and in the Lake St. John country. One firm talks of cabling to Norway for men. Men already at work find operations much interfered with by unfavorable weather and absence of snow. The additional cost of getting out logs is expected to be followed by a large increase in the price of lumber.

Putnam's Painless Corn Extractor.
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Oct. 25—d&wt

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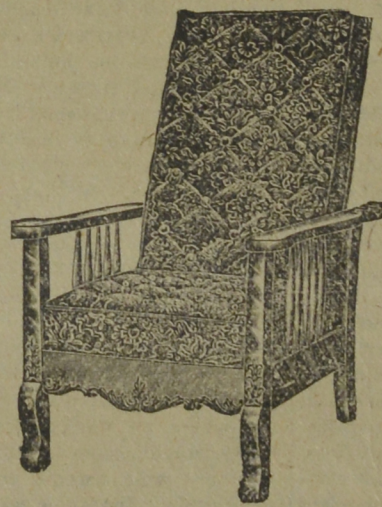
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