

THE DAILY HERALD

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W. E. C. PARLET, L. C. MACNUTT,
Managers.

DAILY HERALD.

WEDNESDAY, OCTOBER 14, 1903.

CIVIC RECEPTION.

A public reception will be tendered the Canadian Ticket Agents Association in the Assembly Rooms of the Legislative buildings on Thursday evening 15th inst. at 7.30 o'clock, (evening dress).

Dated October 13th 1903.

JOHN PALMER, Mayor.

GRAND TRUNK PACIFIC.

Some of the Absurd Arguments Against the Project Answered.

It is an old saying, and a true one, that there are none so blind as those who will not see. The Tory press of the province, and the Telegraph, discuss this subject upon the apparent assumption that the people are so many children, without knowledge or memory, and wholly unable to form or have, any opinion of their own.

They shed torrents of tears because, as they say, the new transcontinental railway is going to take the grain of our west to American ports. Of course they don't believe it; to assume that any Canadian does, would be to assume that he has been either asleep for the last seven years, or else, such a blind political partizan, as to have been dead to what has been going on in Canada during that time.

Has the conduct of the present government shown the least disposition on its part to favor United States interests in any way whatever? Has not the government on the contrary, put forth every effort possible to make Canada, not only wholly independent of the neighboring republic, but a successful competitor for the carrying of the products of the Western States to the seaboard, and have not these products been diverted to our own seaboard?

The Liberal government lost no time after coming into power in withdrawing the subsidies to steamers carrying the English mails to the city of Portland in the United States, which had been so long continued by the Tories, and gave the grants to those coming to our own ports of Halifax and St. John, thereby reversing the policy of the old Tory government.

It built the Crows Nest Pass Railway up through the Kootenay country of British Columbia, so that it would have an outlet for its trade through Canada instead of over the boundary line to the south.

It has deepened the Canals from Lake Superior to Montreal, and has abolished the tolls, and as a result we have not only been able to transport our own grain to the seaboard, but have diverted a large portion of the American trade through the port of Montreal. This matter has become a serious one to the Americans. They admit today that they have lost the grain trade, and that Canadian routes have gradually taken control of the business, and they fear for all time. The great grain exporting cities of Baltimore, Philadelphia and New York, have taken the question into serious consideration, and as a temporary remedy, have prevailed upon the railways to reduce the rates on grain from the Lake to these ports, by a cent a bushel. The State of New York proposes expending \$101,000,000 in deepening the Erie Canal in order to put it in condition to compete with the Canadian route. These are a few of the things that the present government has done, which show conclusively that it is pursuing a set purpose to become wholly independent of the United States. Yet the

attempt is being made to convince the people that this very government is entering on a project in the interests of the American ports, to the detriment of those of Canada.

Now let us come to the Grand Trunk Pacific proposition. It will be remembered that nearly a year since it was announced that the Grand Trunk Railway proposed extending its lines by building into the west. It approached the government with a view of getting aid for the project, but did not succeed. Why? Because the government recognized the fact that the G. T. R. had no outlet, during the winter season, for the grain it would bring from the west, except through Portland in the United States. Instead of granting the aid asked the government proposed a new scheme, which not only provided for the construction of a great national highway from the Atlantic to Pacific, all on Canadian soil, but to open up for settlement and afford railway facilities to an immense tract of the finest grain land in the world. In order that the whole matter of transportation, ports of export, and rates, shall be in the control of the government, it builds and owns the whole road from Winnipeg to Montreal, while for the purpose of making it an object for the Grand Trunk to desert from its project of connecting their Ontario system with the West, it proposes to lease the part of the road owned by the government, to that company for 50 years. Nothing is more evident to the impartial examiner of this great project than that the great underlying principle that constrained the government to touch it at all, was to ensure beyond the question of doubt to the Canadian people a great transcontinental highway, by which the products of her great and growing West can be carried to the markets of the Mother Country, over Canadian soil, and through Canadian ports, without the fear of being diverted to any United States port.

It is doubtful, when all the circumstances of the case are taken into consideration, and all the advantages and disadvantages of other schemes weighed, whether or not anything could be devised that will so effectually secure that result and prove so beneficial to Canada as the government Grand Trunk Pacific Railway project. It is a most remarkable circumstance that two ex-ministers of railway, the Hon. John Haegart, Conservative, and the Hon. A. G. Blair, Liberal, both of whom have opposed the scheme, have found themselves confronted with their own statements strongly favoring another transcontinental railway, and the former going so far as to name the Grand Trunk Railway as entitled to be first considered in any proposition for building such a line.

How idle it is, then, for the Tory party and press, and the chameleon-like Telegraph, to attempt to alarm the country with their crocodile tears and hysterical fears, that the present government is a party to a scheme by which our trade is to be diverted to United States instead of Canadian ports.

It is beside the object of this article to discuss the colonization and financial branches of the subject. Suffice it to say, that when in after years this great and crowning stroke of Sir Wilfrid Laurier's statesmanship comes to be reviewed, it will be found that that part of the scheme has been wisely considered by him.

THANKSGIVING.

The people of Canada have every reason for hearty thanksgiving. The prosperity of the country is greater than ever experienced in its history. The harvest has been abundant, the industrial enterprises are flourishing, there is plenty of work for all at remunerative rates, the country is free from scourges, epidemics of disease, there is peace and contentment on every hand and it is our duty as well as our privilege to return thanks tomorrow to the Creator for the boundless blessings He has bestowed on Canada and its people.

The Canada Ticket Agents will be welcomed to Fredericton tomorrow, and may feel sure of a hospitable reception.

Lord Rosebery is out hot against Mr. Chamberlain's fiscal scheme.

Sir Mackenzie Bowell, the Tory leader in the Senate, would like to see the Intercolonial sold to the C. P. R. or Grand Trunk, but the people of the maritime provinces would never consent to such a proposition. As the railway was run under Conservatives it was a loser, but under the Liberals all that has been changed. Sir MacKeezie is an Ontario Tory and that class of people has always been willing to sacrifice maritime province interests.

Senator Cox who has been much maligned because he has become identified with the Grand Trunk Pacific Railway project, has indeed been made a target for the venomous insinuations, and sneers of the Tory press, has risen in his place in parliament, and indignantly repelled the attacks that have been made upon him.

Water Works Notice.

Water consumers who are using water without having obtained a permit, are hereby notified that their water will be turned off without further notice, and they will also be proceeded against and fined according to law, for using water from City Works without having obtained a permit therefor.

Dated this first day of October, 1903.

ALEX. BURCHILL,
Supt. Water Works.

Oct. 2-461

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