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DAILY HERALD.

FRIDAY, MAY 8, 1903.

THE TIME TO STRIKE.

The most important measure from a Maritime Province standpoint introduced in parliament for years, is the Grand Trunk Pacific transcontinental railway scheme now before the railway committee.

The company are asking for a charter to extend their system to the Pacific coast, and to build to Quebec, which it is declared is to be the eastern terminus of the line. No mention is made in the bill of extending the road to the Maritime Provinces, but it is declared that the company are under contract to hand over its business for maritime ports to the Intercolonial railway. When asked to make a definite statement as to whether the company intended building its line through the maritime provinces, the president and general manager of the Grand Trunk declined to commit themselves, so it is presumed that if they can avoid it, it is no part of the company's purpose to build further east than Quebec.

This will not do, and before the company obtains its charter and the concessions that go with it, the maritime provinces must insist that the new road must be constructed to maritime province ports. The fight for maritime province rights in the matter has already commenced in the railway committee, and must be pushed vigorously all along the line. The Grand Trunk all through its career has been building up Portland, a foreign port to the exclusion of Canadian ports, and they evidently propose to continue that course if not promptly held up by parliament.

A few years ago in a speech at St. John, Sir Wilfrid Laurier declared that not a dollar of public money should ever go to any railway company carrying the produce of the great Canadian west to foreign ports, and the people of the Maritime provinces are looking to the Premier and the government for a fulfilment of that promise.

It is evident however that the concessions the maritime provinces are asking for will have to be wrung from the Grand Trunk Company, and it is absolutely necessary that every interest that can be aroused should be enlisted in backing up the maritime province members who are standing up for our rights in the railway committee, and who may have to continue their fight on the floors of parliament.

We in New Brunswick are especially interested in the outcome of the struggle. We want the business of the Grand Trunk Pacific to find its winter outlet at least at the port of St. John, and we desire that the road shall traverse the valley of the river Saint John, a region that has been entirely neglected, so far as railway communication is concerned. The Herald in an article on this subject yesterday, pointed out the duty of the legislature, and we are glad to learn that before that body prorogues a strong resolution supported by both parties will be proposed and passed, urging that the interests of the Maritime Provinces must be served by the extension of the proposed railway to our winter ports. Members on both sides of the House with whom the Herald has conversed, feel very strongly on the question, and will enter their solemn protest against this province being side-tracked by the promoters of the Grand Trunk scheme. At Ottawa no doubt we can count on the powerful influence of the Minister of Railways to see that his province secures her rights in the matter, and it is to be hoped that every New Brunswick representative, whether Liberal or Conservative, will

stand manfully to his guns, and compel the company to build their line to St. John, by the St. John valley route.

MR. HILL'S POSITION.

Our esteemed friend, Hon. Mr. Hill, in the legislature this forenoon, drew a very gloomy picture of the provincial outlook, in opposing the proposal of the government to guarantee the bonds of the Restigouche and Western railway. This province, according to the senior member for Charlotte, is actually going to the dogs because the legislature is asked to aid a railway that promises to assist in the development of a part of New Brunswick at present without any kind of communication with the outside world. The government own one million acres of the land in the vicinity of the route of this railway, and the road is to run through an important section of the province, connecting the north with the St. John river district, yet Mr. Hill would deny the company the assistance necessary to ensure the completion of their line.

It is no disrespect to Mr. Hill to say that he was not always so anxious to conserve the financial interests of the province. If we mistake not, he was a member of the Legislature when the Fraser government induced the House to make provision for the payment of nearly half a million dollars subsidy to the Grand Southern railway, mostly in Charlotte county, and there is no record that he raised his voice against that enormous and uncalled for expenditure. A railway already existed connecting St. John with the two chief places in Charlotte, and there was little need for the Grand Southern. It runs for the most part through blueberry barrens, and as a revenue producer has been a disastrous failure.

Mr. Hill must have known when it was proposed to throw away nearly half a million dollars on this railway, that it was simply squandering public money, yet he did not oppose it. His action therefore with respect to the present proposal is remarkable, in view of his former prodigality in supporting and endorsing the Grand Southern assault on the treasury.

Mr. Hill professes himself as anxious to run an election on the question of aiding the Restigouche and Western, but as the attorney general observed, the gentleman from Charlotte has given evidence within a very recent period that if there is anything more than another that he does not care to do it, is to contest an election. Mr. Hill made every possible endeavor in the last general election to secure his present seat without an election. He was actually a member of the government when he proposed to bargain away two seats in Charlotte to the opposition, on condition that he and one of his friends, should secure the other two seats without a contest. The scheme however did not work to Mr. Hill's satisfaction, and after demoralizing his party as much as he could by one of the most remarkable acts ever performed by a politician, he returned to the legislature clinging the coat tails of the three opposition gentlemen who for some years had been engaged in, to them, the pleasant occupation of cutting the hon. gentleman's political throat. There is nothing that Mr. Hill wants less than another election.

The Premier possibly will survive the hon. gentleman's loss of confidence in him and the government. The member for Charlotte evidently lost confidence in himself when he sought to make the electoral bargain in Charlotte.

With Mr. Hill, as with a great many other people, it makes all the difference in the world whose ox is gored. The sinking of half a million dollars in the Grand Southern railway was all right, but the guaranteeing of the bonds of another more promising road is all wrong, according to Mr. Hill.

Mr. Tweedie and Mr. Pugsley, who are the Government leaders, ignored the charges that were made against themselves personally, and turned their attention to the charge of maladministration, which if proved might be shouldered off on subordinates.—Chatham World [Mr. Hazen distinctly stated that

Mr. Morrissey made no personal charges against any member of the government.]

WILLIAMSBURG.

(Special correspondence to the Herald.)

May 6.—James Humble of Cross Creek, arrived home from Fredericton last night. Mr. Humble has shipped this spring 600 tons of birch timber.

Reports say that Walter Davis of Alberta, N. W. T., has sent his brother Bertram \$600; this speaks well for young men that have gone out west.

David S. Peacock has brought about 1,500 bushels of choice seed oats. Mr. Peacock intends supplying the farmers with a choice seed oat so that they may have better results.

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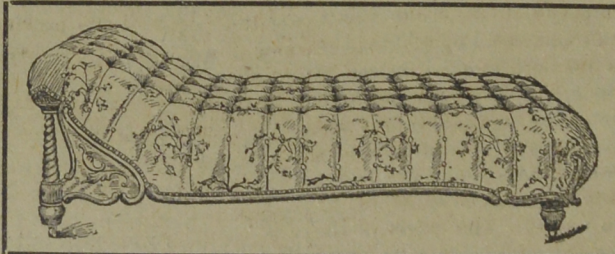
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