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TRANSCONTINENTAL RY. PROJECT.

**Mr. C. H. Lugin Discusses
and Approves of the Gov-
ernment Proposition.**

**SIR WILFRID'S WORLD'S
GREATEST DEVELOP-
MENT PROJECT.**

Homes for Millions.

Sir C. H. Lugin, of Victoria, B. C., a former editor of the Herald and Telegraph, and one of the best informed writers in Canada, discusses in a letter to the Toronto Globe, the Grand Trunk Pacific Railway project as follows:

The semi-official announcement that the modifications proposed by the promoters of the Grand Trunk Pacific in the contract ratified at the last session of parliament do not contemplate the abandonment of the portion of the national transcontinental railway lying east of Winnipeg will, I am sure, give universal satisfaction in the west. A new railway from Winnipeg to the coast would be hailed as a great boon, even if circumstance should delay the construction of the eastern portion. When it seemed probable that the Canadian Northern was to be extended to the Pacific coast, the people of British Columbia were, almost to a man, favorable to the granting of substantial assistance, the opposition that developed to the subsidy measure proposed by the Provincial Government being confined to matters of detail. Little difficulty would have been experienced in framing a plan that would have been acceptable to everyone, except the few who oppose public aid of any kind to railways. The people want a railway that will open the north-central portion of the province, and have been ready at any time during the last twenty years to do anything reasonable to promote such an undertaking, provided it was carried out by a company not identified with any existing transcontinental line. They also want to see another railway across the prairie, not only because of the great resources of the country that would thereby be opened up, but because of the impetus that it would give to the whole Pacific coast of Canada. I think it will be found on investigation that the demand for a new transcontinental line north of the Canadian Pacific was expressed and steps were taken in British Columbia towards its realization some time before the people of the east began to consider such an enterprise as within the scope of practical enterprise.

ABSOLUTELY ALL-CANADIAN.

When the announcement was made that the Grand Trunk intended to enter this vast, unexplored field, there were expressions of regret that the plans of the Canadian Northern might thereby be interfered with, but as soon as it became known that the new project involved the construction of a railway that would be absolutely all-Canadian from ocean to ocean, the chorus of approval was all but universal, the hostility displayed by the Conservative press in the east, and afterwards by the Conservatives in Parliament, only awaking a faint echo west of the Rockies. Even the criticisms of Mr. Blair, a gentleman who stands high in the esteem of western people, had very little effect upon public opinion here. The general sentiment was that, while it was inevitable that so great a project must be open to criticism in some of its details, the fundamental idea was so statesman-like, and the results that would flow from its realization were so vast and of such immense value to the country, that it ought not to be defeated or even deferred, but that, on the contrary, if responsible people stood ready to carry it into execution, the only open question was that of terms. Perhaps the project appealed more to the imagination than to the arithmetic, but this made it popular in the west, where men are accustomed to think in large figures and discount the future every day of their lives. If the people by whose energy and courage the Pacific coast of North America was and is

now being developed had stopped to count the cost of their enterprise and had listened to those who prophesied failure, the waves of civilization would now be breaking on the eastern slopes of the mountains. There is scarcely a project that has contributed in any large measure to the up-building of the west for which at its inception disaster was not predicted. Sir Wilfrid Laurier's policy appealed to men who have seen in their own lifetime what courage and farseeing enterprise can accomplish, even under far more unfavorable conditions than those surrounding the launching of the national transcontinental railway.

THE UNDERLYING IDEA.

What is the idea underlying the national transportation railway? It is that the Dominion shall be opened from the Atlantic to the Pacific by a railway lying so far north of existing lines of transportation that it will develop new territory for almost its entire length, more than double the breadth of inhabited Canada, and provide access to lands where millions of people can find homes for themselves and abundant scope for their energies. Cheaper transportation of grain, a short route to the Orient—these and matters of this class are only incidental to the master conception. They render it more acceptable to certain sections of the country; they commend it to capitalists. But the idea itself is superior to such details, and will, when consummated, be epoch-making, so far as Canada, and perhaps even so far as the whole empire, is concerned. Almost any man with a map before him and a pencil and sheet of paper can suggest variations from the premier's plan, and make out a pretty good case in support of them. That is the easiest kind of a trick, as every experienced journalist knows. The Pelion of arithmetic can be piled on the Ossa of geography to almost any desired height, to reach almost any desired conclusion. What I maintain is that any project which falls short of what is contemplated by the government policy as declared last session, namely, a strictly national transcontinental highway, will be a disappointment to the people, and fall short of the requirements of the country.

I have spoken of the Government project as the greatest development scheme ever proposed, and I use the expression advisedly. No single line of railway of equal length has ever been projected in practical form, with the exception of the Siberian road, which is not and was not intended to be for the development of the country through which it passes. It was a military enterprise, intended to promote the Russianizing of eastern Asia. The new Canadian line was not projected for military purposes. It will depend for its success and usefulness upon the industrial development of the country and the ocean-borne traffic which it can attract to its termini. Only a small percentage of its mileage will be through developed country. It will be essentially a railway that must build up its own business. I shall not ask you to permit me to indicate even briefly the resources of the country which it will develop, for these have been sufficiently set out in Parliament and elsewhere, but perhaps you will allow me to make a short comparison, which, if it does nothing else, may serve to impress upon readers the vastness of the region which it is proposed to open for colonization and enterprise.

THE GREAT NORTHLAND.

Fort Vermilion is on the Peace River, in latitude 58.30. Wheat has been successfully cultivated there, and I have high authority for the statement that a failure of the crop has never been known since the grain was first sown there, now nearly twenty years ago. This being the case, we may reasonably infer that, if not wheat growing, at least mixed farming, dairying and stock raising can be successfully carried on as far north as latitude 60, or, in other words, we have a belt of productive country in the west at least 11 degrees of latitude in width, measuring from the international boundary. To appreciate what this signifies, let us see where a line 11 degrees south of the boundary will be drawn. We find that it will be in the latitude of San Francisco and along the northern border of New Mexico, Arizona and Oklahoma. Now, let us draw a line from the head of Lake Superior to Lake Athabasca, so as to eliminate value of which we are

not now in a position to say much. The area west of such a line, south of the 60th parallel, east of the Pacific ocean and north of the international boundary would, if the boundary were used as a hinge and the part of Canada referred to were bent over so as to lie on the United States, cover the following states: Washington, Oregon, half of California, Nevada, Utah, Colorado, Kansas, Nebraska, Wyoming, Idaho, Montana and the two Dakotas, with part of Minnesota. The area north of the Great Lakes and in Quebec which the proposed line will open is greater in extent than all the New England States, with New York thrown in for good measure. I admit that mere figures count for little, and that I might extend my lines further and take in more territory, but I believe it can be established that in the portion of western Canada above mentioned there is less waste land than in the corresponding portion of the United States, and as great a variety and as great abundance of natural wealth. So far as northern Ontario and western Quebec are concerned, I do not think they will suffer much in comparison with the New England States in respect to resources.

THE COUNTRY NEEDS IT.

Such is the domain which the Government policy, if carried into effect, will develop. I would be sorry to be understood as saying that anything less than this would not have been acceptable, and would not have been beneficial, but what I do maintain is that the scheme in its entirety is what the country needs, and that with out it Canada cannot become what it is capable of being. The construction of such a railway the influx of population that would certainly follow the building of branch lines, the establishment of industries along the route—these things would mean more to Canada than the most fertile imagination can conceive, and I believe I speak the sentiments of the very great majority of the people in this part of the Dominion when I say that I hope nothing will transpire that will delay the consummation of Sir Wilfrid Laurier's great conception of a national highway from ocean to ocean.

A hearty appetite does not always indicate a healthy condition. It is not the quantity of food which is eaten but the quantity which is assimilated, which determines the actual value of the food consumed. If the stomach and organs of digestion and nutrition cannot convert the food into nourishment and into blood, then the food is an injury instead of a benefit. For all disorders of the stomach and its allied organs of digestion and nutrition, there is a certain remedy in Dr. Pierce's Golden Medical Discovery. It removes clogging obstructions. It strengthens the stomach, nourishes the nerve, enriches the blood and builds up the body. It is a flesh-forming, muscle-making preparation, making firm flesh instead of flabby fat. "Golden Medical Discovery" contains no alcohol, whisky or intoxicant of any kind, and is equally free from opium, cocaine and all narcotics.

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Lower Haynesville.

(Special Correspondence to the Herald.)

Feb. 18—We are having a hard winter here, men are struggling hard to get their lumber out through the deep snow and dreadful storms.

R. V. J. H. Coy got here last Sunday to his appointment.

Our mail carrier Mr. Harrigan has a hard chance to get along, is obliged to take lumber roads sometimes.

Miss Bertie Waldis is spending the winter with Mr. Herman Haines.

Mrs. Ernest Haines has been quite sick, we are glad to hear she is convalescent. Miss Maria Clark is around a bit after severe sickness.

A letter from Millhooket says times are dull there.

Monkey Brand Soap removes all stains, rust, dirt or tarnish—but won't wash clothes.

A PROFITABLE SIDE LINE.

Very Satisfactory Returns from the Government Chicken Fattening Stations.

The publication of the returns received for the twelve hundred chickens fattened and shipped from the Dominion Poultry Station at Andover, N. B., calls attention to a line of work open to every one who lives on a New Brunswick farm, and by which a little careful attention will bring good cash returns.

The Andover chickens, some of which were reared at the station, and some bought from farmers at 60c. per pound, live weight, were sold at 12c., 13c. and 14c. per pound, part were exported to England and the balance consumed on the Montreal market.

These chickens were fattened in crates and dressed on the English plan without bleeding or removing the entrails, so that they would weigh much more than the chickens with head and feet and entrails all removed. This gives better returns to the producer and the consumer is not robbed thereby, for he in his turn gets a quality and flavour of meat that is only had when the skin is unbroken and all the juices of the bird conserved until it is prepared for cooking.

The chicken that is bled and opened before it is marketed loses its flavor and juiciness to a very large extent.

There is a growing market for poultry and eggs both at home and abroad, and the poultry raiser, who has well fleshed birds and strictly fresh eggs to sell, will find active buyers, both summer and winter. At the present time considerable quantities of both poultry and eggs are being brought into this province to supply the demand.

Some one in every farm house in New Brunswick should be interested in this side-line of poultry raising.

The equipment to start with is not expensive, the work of caring for poultry is not hard, and the returns are sure. Attention and care such as the boys and girls, or the women of the household can give is required and knowledge of up-to-date methods should be obtained.

Every Canadian citizen can obtain the best information on poultry raising free by applying for the latest bulletin on this subject to the Commissioner of Agriculture, Ottawa.

It is to be hoped that our people will give their attention to this branch of farm work. It can be done without interference with the other departments, and a substantial addition made to the farm income thereby. At the same time an interesting occupation is afforded some member of the family, who may not now see remunerative prospects at home and be intending to take up city employment. C. P. R. Offices. W. W. Hubbard. St. John, N. B.

IF WOMEN ONLY KNEW

That half their ills are due to impoverished blood, they would use Ferrozone and be saved lots of pain and suffering. Ferrozone is a perfect food for the blood and supplies the strengthening elements needed to maintain health and vigor. Ferrozone is a splendid tonic for weak nervous women and drives away those

depressed feelings of dead weariness. You'll have strength, lots of it—your complexion will improve, you will feel ten years younger after a course of Ferrozone which builds up the whole human organism; try it. Price 50c.

THE GLOBE'S WAR NEWS.

From Special Correspondents in the Field.

The Russo-Japan conflict has commenced in earnest and that part of the world is now the centre of interest.

In order that our readers may be kept in closest touch with the situation we have made special arrangements whereby they can have The Weekly Globe of Toronto for the year 1904 on special liberal terms.

The Globe, with its usual enterprise, has made arrangements with The London Times whereby it is able to publish simultaneously the reports sent direct from the scene of action. The Times, London, England, has established its reputation as being the greatest and most reliable newsgatherer in the world, and our readers may have full benefit of its excellent staff of correspondents by reading the Daily or the Weekly Globe.

The Globe has the exclusive control of this service in Canada, and these reports will not appear in their original form in any other Canadian publication.

A summarized report with every item of interest will be especially written for The Weekly Globe, enabling readers to gain a thorough knowledge of the situation without the trouble of reading columns of contradictory and confusing reports.

The Weekly Globe, with its illustrated section and many interesting features, is now one of the cleanest and brightest newspapers in America, and we are pleased to be able to announce that the arrangements just completed will enable subscribers to secure it for this year at a special price.

SICK AT YOUR STOMACH.

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Horses Died Together.

Flesherton, Ont., Feb. 27—(The Advance says.) A strange coincidence occurred at the farm of Mr. Erskine, of Euphrasia one day last week, when that gentleman lost a span of horses under peculiar circumstances. The animals where a pair he had raised and cared for all their lives, and both were 22 years of age. On this occasion, while driving from Mr. Erskine's house to the road, and through deep snow, one horse fell over to the right and the other to the left, and both immediately expired. Both together unied through life, and in death not separated. It was a strange incident, to say the least.



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