

OTTAWA LETTER

G. T. Pacific Ocean to Ocean Road Circulates Millions Among the People

Borden was Willing to Sink \$160,000,000 of the People's Money in Second-hand Roads and Make a Patchwork Railway Across the Continent.

OTTAWA, July 11.—(Special)—Mr. Borden's railroad across the country made up of old lines purchased from corporations, which would not open up an acre of new territory or

The National Transcontinental being constructed by the government on up-to-date, modern ideas, which serves new territory and opens up millions of acres heretofore inaccessible?

Mr. R. L. Borden presented a mass of figures to the House on Tuesday by which he attempted to prove that the cost of the country of the Grand Trunk Pacific would be \$250,000,000.

Ever since this great national enterprise was offered upon by the government with the distinct mandate of the people, the Conservative party has interposed objections, belittled the scheme, and created difficulties for the administration.

OBSTRUCTING NATIONAL ENTERPRISE.

The obstruction to the enterprise has taken many forms. It was ridiculed, regarded as unnecessary, looked upon as an engineering impossibility. Then the obstruction took form of alternate schemes, and in this regard the opposition were prolific in ideas. The last and most pernicious form of enmity towards the undertaking is found in the estimate Mr. Borden now submits as the probable cost to the people before the railway is completed.

This latest attempt to embarrass the government in the building of the Grand Trunk Pacific, is clearly aimed at the credit of the government, and is designed to place difficulties in the way of raising capital for this vast undertaking, and in this regard the action is unpatriotic and unworthy a public man and leader of a great political party.

The value of any presentment by Mr. Borden of the cost of building this road, may be estimated after taking into consideration the historical fact that Mr. Borden entertained no less than nine different methods with regard to the building of the railway. They may be briefly described as follows:

BORDEN'S PATCHWORK RAILWAY.

1.—To construct a railway from Coteau to Jacques Cartier Junction as a connecting link between the Intercolonial and the Canada Atlantic Railway.

2.—To purchase the Canada Atlantic railway.

3.—To build a connecting link between the Western territories of the Canada Atlantic from Scotia Junction to Sudbury.

4.—To buy that part of the C. P. R. from North Bay, around the shore of Lake Superior to Fort William.

5.—To assist in improving the grades on the C. P. R. or the Canadian Northern or both, from Fort William to Winnipeg.

6.—To assist the Grand Trunk from Winnipeg to a point near Edmonton.

7.—To build from Edmonton to the Pacific Coast.

8.—To build a Colonization road from Quebec to Winnipeg.

9.—To develop all the waterways and ports of Canada.

INVOLVED ENORMOUS EXPENDITURE.

This most extraordinary proposal, gravely presented to the House as an alternative policy to the government's scheme, would necessitate the expenditure of over \$160,000,000, in the acquisition of a patchwork batch of railways, joined together in places by dinky roads upon which millions would have to be expended to bring them up to modern form. This was the opposition idea of a National Transcontinental railway. To prove that this was really the alternative scheme submitted by the opposition extracts are given from Hansard in Mr. Borden's own words wherein he advocates everything alleged here. The numbers correspond with those given above.

EXTRACTS FROM BORDEN'S SPEECH.

"1 and 2. If, however, the Canada Atlantic railway commends itself to the judgment of experts and from what information I can obtain with regard to it, I should think it ought to commend itself, and I would think that the extension of the I. C. P. R. between Coteau and Jacques Cartier Junction, and the acquisition of the

C. A. R. to Depot Harbor would place the I. C. R. in a much better position than it is at present." (1903, p. 8996).

"3. I have suggested the extension of the I. C. R. to Georgian Bay.—If we acquire the C. A. R. we could build a line from that point to join the C. P. R. at or near Sudbury. By that means the I. C. R., besides being extended to Georgian Bay, could be joined by a line about 120 miles in length to the C. P. R. running north of Lake Superior." (1903, p. 8996.)

"4. I say it would be a proper and wise thing for this government to acquire that railway from North Bay to Fort William, and make it a national highway of Canada, giving to the Grand Trunk Pacific, the Canadian Northern and the I. C. R., as well as the C. P. R., running powers over it." (1903, p. 19999).

"5. The third point which I would submit to the consideration of the House as a sound policy is to assist in improving the grades of one or both lines from Winnipeg to Fort William, upon conditions that complete control of rates is obtained, and that the Grand Trunk railway shall have running powers from Fort William to Winnipeg." (1903, p. 9000).

"6. The fourth point upon which I propose this policy is this, it will assist the Grand Trunk Pacific on reasonable terms. If they guarantee to build a line north of the Canadian Northern railway, and as far West as Edmonton or some adjacent point." (1903, p. 9001.)

"7. At some point this side of the Rocky mountains there should be a common point, a junction between the Canadian Northern and the Grand Trunk Pacific railways from that on to the coast, there should be one line. This line should be built by these companies, by such an arrangement as would give them joint control. Should there be any difficulty in coming to such an arrangement the government should build the line itself and maintain control, and give these railways for a term of years, running powers over it." (1903, p. 9001.)

"8. I have some doubt as to whether or not that great northern country can compete as early as we would desire, with the great western country. But I am not disposed to minimize its importance in any way, and to my mind the rational way of dealing with that road from Winnipeg to Quebec is this: To thoroughly explore and understand it, and then to build that line from Quebec to Winnipeg as a colonization road, according to the requirements of the people and as colonization demands." (1903, p. 9002.)

"9. Mr. Borden advocated thorough equipment of national waterways and lake ports." (1903, p. 9003).

These verbatim quotations from Hansard prove that Mr. Borden seriously presented this as a proposition to solve the transportation problem of the West. What was this patchwork affair to cost the country?

COST OF PATCHWORK SCHEME.

Montreal to Coteau	\$ 1,295,000
Purchase of Canada Atlantic	18,000,000
Scotia Junction to Sudbury	3,600,000
North Bay to Fort William to be purchased from C. P. R.	38,040,000
Fort William to Winnipeg to be purchased from C. P. R.	15,628,000
Fort William to Winnipeg, to be purchased from C. N. R.	10,625,000
Reducing grade on C.P.R.	3,000,000
Reducing grade on C.N.R.	1,500,000
Winnipeg to Edmonton	13,000,000
Edmonton to Pacific	

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Coast	26,640,000
Colonization Road, Quebec to Winnipeg	28,000,000
	\$154,338,000

The mileage and cost have been based upon opposition figures. It goes to prove that Mr. Borden was willing to commit the country to a scheme which, while it had not one redeeming feature, would have involved an expenditure of \$160,000,000 of the people's money.

LIBERALS' BUSINESS-LIKE METHOD.

Compare this crazy idea with the sound principle upon which the government have proceeded to build a substantial new and modern railway from ocean to ocean. It is true that Mr. Borden said (Hansard, 1903, p. 9003):

"The people of this country are not afraid of spending money, if it is spent in a sane and reasonable way."

Would the people regard such a patched up railway as justifying the expenditure of \$160,000,000?

Would this be regarded by the taxpayers of Canada as a sane and reasonable way of spending money?

Would the people prefer to pay this colossal sum for a parcel of old railways and short pieces of new line, or would they rather put their money into an up-to-date railway which would open up new territory and greatly increase the value of the public domain?

SIX DIFFERENT POLICIES.

Mr. Borden, for the opposition, submitted six different policies in the hope of finding something to attract the people and offset the statesman-like policy to which the government was pledged. These policies might be described as follows:

1.—In 1903 there were water routes by lake, canal and river.

2.—The extension of the Intercolonial railway to Georgian Bay and thence to Winnipeg.

3.—To give assistance to the Grand Trunk Pacific.

4.—Control of rates in return for reasonable public aid; also the extension of the Intercolonial as a government road, and free it from government control.

5.—The extension of the Intercolonial across the continent, "owned and controlled by the people."

6.—To aid the Grand Trunk to build from North Bay to the Pacific as they wished.

All these policies, if they may be so described, were advocated by the Opposition from time to time, and through it all the Government remained steadfast to the business proposition to construct a new road from ocean to ocean through new territory not previously served by a railroad, and thus strive to solve the great problem of transportation and carry out the will of the people as expressed in the general election of 1904.

NATIONAL ADVANTAGES SECURED.

The National Transcontinental railway, as it is now being constructed, will prove of inestimable advantage to the country as a whole. One cannot point out all the advantages in a limited space, but there are some prominent features it would be well to remember. It will be a great Imperial Highway, shortening the distance between Great Britain and the East by hundreds of miles. A few comparisons will make this clear:

TABLE OF DISTANCES.

	Miles.
Now, Liverpool to Quebec	2,632
" Quebec to Vancouver	3,078
" Vancouver to Yokohama	4,335
" Liverpool to Yokohama	10,045

WHAT GRAND TRUNK PACIFIC DOES.

	Miles.
Liverpool to Quebec	2,632
Quebec to Prince Rupert, about	3,025
Rupert to Yokohama, about	3,868
Liverpool to Yokohama	9,517

When the Grand Trunk Pacific is completed it will shorten the distance between Liverpool and Yokohama by 528 miles. The new railway will not only shorten the distance between British ports and the East, but it will place the large centres of Canadian production hundreds of miles nearer the East, and thus promote trade which will be additional to that now enjoyed.

Advantages which must weigh heavily in its favor are that an immense extent of new country will be made tributary to railway connection, and millions of acres of land will receive an increment of value by the mere presence of the road. Millions of acres will also possess a substantial

value that are now regarded as worthless from a financial standpoint. The completion of the road will induce colonization and settlement over a vast area of country which is at the moment uninhabited, but which possesses all the advantages of land to the south now served by railway communication.

MONEY SPENT IN CANADA.

An important feature not to be disregarded is, that whatever the road costs a proportion of the money will be spent in actual labor and supplies. Men must be provided with tools and food. What these items alone amount to is something enormous. Then, again, the amount paid in wages is all money expended in Canada. These items will account in a large measure for the total cost. The rolling stock, \$20,000,000 or so, will go far toward accounting for the balance.

The whole of this immense sum will be divided among Canadians resident here and making their living in the country. Mr. Borden's scheme means millions of dollars for the pockets of rich shareholders in existing railroads; who lived, many of them, out of the country.

BISMARCK'S ANGER.

The Incident That Made Certain the Franco-German War.

The Princess Bismarck, so the story goes, changed the political history of France unwittingly, and but for her the Franco-Prussian war might never have been waged.

Bismarck was unfriendly to France, but the Empress Eugenie hoped with her beauty to influence him so that the little trouble with France and Germany might be smoothed over. She therefore invited the German prince and his wife to visit the court of France, and the Prince and Princess Bismarck arrived in great state at the Tuileries.

That evening there was a grand reception, and Eugenie received the guests in a gown which made her so ravishingly lovely that even Prince Bismarck, German, stolid and in love with his wife, stood and gazed upon her with admiration. And Eugenie was not slow to observe the effect of her beauty upon him. She called him to her side, and Bismarck came, with his wife upon his arm.

Now, the Princess Bismarck was tall and gaunt, and her feet were generous. As she walked she showed a great deal of sole.

While Bismarck stood talking with Eugenie an audible titter was heard along the line of ladies. Bismarck, who was quick as a flash, followed the glance of their eyes and saw them rest upon the feet of his wife.

That settled the matter. The political history of France was altered from that moment.

A year later, when Paris was besieged, Bismarck himself fired a cannon over the ramparts, and those who were near him heard him shout:

"Take that for the feet of the Princess Bismarck!"

The slight was avenged.

Numerousness.
The candidate now looks around
Among the boots which are allowed
At present 'mongst us to abound
And sighs: "Good heavens! What a crowd!"
—Washington Star.

Looseness of The Bowels.

It is very seldom during the summer months that most people are not troubled with "looseness of the bowels."

Sometimes it only goes that far, but generally it develops into Diarrhoea, Dysentery or Summer Complaint and has a tendency to weaken the whole system.

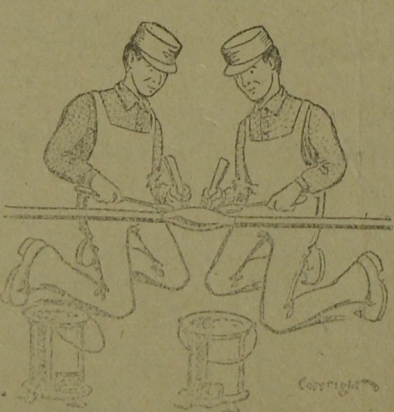
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