

MONCTON RISES
ON THE
GREAT ROUTE

Merchants Complain of Discriminating Rates On Railways—Plan To Ship By Schooner 9 Months In Year.

Special to The Standard. Moncton, N. B., May 1.—On account of discriminating railway rates against Moncton, wholesale merchants and others are arranging to bring goods by water to this port during the summer season. As this port is open for nine months in the year, it is thought this business will reach large proportions and the railways will lose accordingly. The first cargo arrived here today. The three-masted schooner McLare, Capt. Sabat from Bonaventure, bringing 350 tons of wire for the New Brunswick Wire Fence Company. Letters of administration in the estate of the late Leonard Black, late of the Dominion Railway employe recently killed while shunting cars in Moncton yard, have been granted to his brother Judson Black. The estate consists of \$2,675 life insurance and \$1500 real estate.

HOUSE PASSES
MANY MILLIONS

Continued from page 1. that any expenditure will be necessary during the fiscal year. The noble is now at Portsmouth and is expected to reach Halifax the first of July. She will cost \$1,075,000 and \$50,000 has been spent on repairs and refitting. Her personnel will consist of 27 officers and 324 men. The pay will cost \$1,740,000, the victualling \$2,000 on a basis of 30 cents a day; medicine, \$1000; uniforms, \$10,000 or \$20 per head; upkeep, coal, etc., \$140,000. Capt. Macdonald will command the noble which will be stationed in the Gulf of St. Lawrence with headquarters at Halifax. The Rainbow is now under repairs. She will be stationed in the northern Pacific with headquarters at Esquimaux. Her personnel will be 16 officers and 463 men. The victualling will cost \$20,000; medicine, \$500; uniforms \$600; upkeep, \$110,000. The Rainbow will cost \$250,000. It is expected during the present year to enroll 422 recruits. An educational fund in that connection will be spent \$35,000.

Naval College. The site of the naval college has not been finally selected, but it will likely be established at Halifax. Plans have been partly prepared for this purpose. These include the expenditure of \$500,000 in the Halifax dockyard. This would include the victualling of barracks for the men, officers' quarters, drill shed and battery and dockyard construction. Halifax and Esquimaux will be the permanent naval bases on either ocean. The upkeep of both for the current year is expected to cost \$250,000. The rates of pay for the Canadian navy will compare with the British and American rates as follows: Britain—Capt. or commander, \$5.50 to \$12.50; surgeon, \$30 cents to \$1.50; Canada—Capt. or commander, \$8.20 to \$14.10; surgeon, 50 cents to \$2.40. U. S.—Capt. or commander, \$10.95 to \$18.70; surgeon, 58 cents to \$2.56. Captains pay in the Canadian militia \$8.25. The ages of admission for midshipmen in the Canadian navy will be 14 to 15; in the British navy they are 12 to 13.

Flag to Be Used. Dr. Daniel brought up the question of the Canadian naval flag. The premier replied that no decision had been reached. The suggested design was the British naval ensign with the Canadian coat of arms. The uniform suggested was the British with the Maple Leaf in place of the Laurel Leaf.

Major J. A. Currie urged that the sailors of the upper grades should be given the chance of a career in training in the Canadian navy and suggested that their expenses to Halifax might be supplementary. The premier replied that the suggestion was a good one. In connection with the purchase of a survey vessel that came out of the tender of the Swan and Hunter was only \$5,000 lower than the tender from the Cunningham Shipbuilding Company and Major Currie expressed surprise that with so small a difference the contract was not given to the Canadian firm. The premier sympathized and added that there must have been some other reason to influence the minister of marine. A vote of \$5,000 was passed for the Canadian firm's next cruise in the Arctic. It is to last two years. The vote includes supplies for two years but salaries for one only. Dr. Daniel again brought up the wreck of the Hestia and called the attention of the acting minister, Hon. Wm. Templeman to Mr. Brodeur's promise of supplementary inquiry. He pointed out Captain Luger's investigation stopped at the time of the wreck. Inquiry was needed into what happened at that event. Mr. Templeman answered that Mr. Brodeur had learned in inquiry that a further investigation would yield no good results. He added that a new life saving station had been built at Wood Island under the charge of an experienced Englishman. Further the steamer Stanley had been assigned to the special charge of the lights and buoys in the Bay of Fundy.

In reply to a further question later Mr. Templeman told Dr. Daniel that the Stanley had now to report as to the condition of each light house once a month. Mr. Jameson made an application also for a buoy at Westport. Mr. Templeman stated that a light house had been built at that point last year. He promised to send an officer to see if a buoy was needed. Mr. Clarence Jameson put in a plea for a school of navigation at Digby. There is a vote of \$3,000 for these schools. The minister made no comment. (See also page three.)

Whenever the Force That G. T. P. Directors Aim to Take Precedence Their Terminal Port

Mr. C. A. McGrath, M. P. for Medicine Hat, In Telling Speech at Ottawa, Presents Conclusive Proof That Effort Is Being Made by President and Vice-President of G. T. P., to Secure Connecting Link at Providence—Mr. E. H. Fitzhugh Declares Positively Before Rhode Island House Committee That if Charter is Granted the Southern New England Company will Connect with the Grand Trunk, Parent System of the Transcontinental.

Mr. McGrath, of Medicine Hat, speaking on the resolution of Mr. Houghlan Lennox, for a royal commission to investigate the cost of the Transcontinental, is reported in Hansard as follows:— Finally, I wish to bring before the House some evidence of Grand Trunk Railway activities in acquiring another ocean port at Providence, R. I. I do not think it will appeal to the Grand Trunk Railway should wish to get as much freight business as possible for its lines, the Canada Atlantic and the Central Vermont, but I do not think it will appeal to the people of this country, especially in our Maritime Provinces, to see so much activity on the part of the parent company in securing another ocean port when there is practically no activity on the part of its offspring or itself as the "whole thing," according to the Minister of Finance, to establish new ocean ports on the Atlantic in this country, especially in view of the agreement which the government made with the offspring, to promote the internal and foreign trade of Canada and to develop the commerce through Canadian ports. I find that Bill (H. 78) substituting A, was presented to the general assembly of the State of Rhode Island in January, 1910, and being "An Act to incorporate the Southern New England Railway Company." This railway is designed to connect with the Central Vermont, and the measure was originally opposed by local railway interests and only became law a few weeks ago.

Hays' Heads List. The incorporators, according to section 1, are Charles M. Hays, E. H. Fitzhugh, James S. Kenyon, Dr. F. Sherman Herbert, W. Rice, Henry A. Carpenter, George H. Webb, G. C. Jones, E. C. Smith, Albert Tuttle, E. Baker, M. M. Reynolds and C. W. Willetts. Section 3 provides that said corporation is hereby authorized and empowered to construct, maintain and operate a lateral branch from some convenient point on its road, through the city of Providence to tide-water, etc. Now, it is well known that Mr. Hays is president of the Grand Trunk Railway Company, and Mr. H. Fitzhugh is its first vice-president. These are responsible gentlemen, and their utterances either directly or through agents to the people of Providence justify me in giving some extensive quotations from the press of that city. From the Providence Journal, dated February 16, 1910, there is a long article under the heading:—

"Business men favor Grand Trunk project. Men representing millions of capital endorse move. Board of trade approves. Emphatically supports extension of railway into Rhode Island and appoints committee to investigate. U. S.—Capt. or commander, \$10.95 to \$18.70; surgeon, 58 cents to \$2.56. Captains pay in the Canadian militia \$8.25. The ages of admission for midshipmen in the Canadian navy will be 14 to 15; in the British navy they are 12 to 13.

Among the expressions of opinion cited in the article, the following appear:— Governor Pothier:—"It has been the dream of my life as a Rhode Islander to have Providence become the terminus of a great transcontinental railroad. I do not want to say what I think of the Grand Trunk Railway's application for a charter, for I shall probably have to act upon that matter and I do not want to appear to prejudice the case." Governor Pothier continues:—"So far as a connection with a Canadian railway is concerned, I said recently, speaking in Boston:—"The export trade of the Dominion in years to come will open the eyes of the commercial world. The development of her wonderful natural resources, the stores of iron and coal, the fertile fields and virgin forests will result in an immense and increasing yield. The port that handles that trade on the Atlantic seaboard will assume a place of power and influence in the maritime circles of the world."

In the same article Frederick W. Aldred, connected with one of the mercantile houses in Providence, states:—"Providence has the greatest opportunity in its history in the knocking of its doors of the Grand Trunk Pacific Railway. Every manufacturer and merchant in Rhode Island has a vital stake in forcing the question to an issue at once in the General Assembly, and in forcing our legislators to grant a reasonable charter now—next year or next month, but at once." The entrance of the Grand Trunk Pacific into Rhode Island means that Rhode Island will have, as a competitive railway system, one of the most aggressive on the North American continent. It means that Rhode Island manufacturers will come into direct touch with the fastest growing, most prosperous and potentially richest sections of this country—the Pacific Coast States, the Canadian Northwest and Alaska."

Mr. Aldred further states:—"It means finally competition, rivalry and resulting improvement in our transportation facilities, lower freight rates and a great commerce on land and sea."

If Hays is Sincere. Mr. Rathbone Gardner is credited with saying:—"Taking Mr. Hays' statement as sincere, and that the Grand Trunk Railway intends, it allowed to enter Rhode Island, to afford full connections with its system throughout the western and northwestern parts of this country and Canada, it is certainly a very desirable thing for the legislature to grant the privilege asked for."

In the same issue of the 'Journal,' under the heading:— Hays Declares Road Trunk in good faith—Reassures Grand Trunk's intention to build if chartered. (From a Staff Correspondent of the 'Journal.'")

Montreal, Feb. 15. The intention of the Grand Trunk Railway to build a line into Providence if the charter now pending in the Rhode Island legislature is granted, was stated emphatically by President Hays of that port, in an interview with a 'Journal' representative tonight. The question: "What prospects are there under the Grand Trunk plans of Providence being made a great port for ocean service from the Canadian grain fields?" Mr. Hays replied, "There is this to be said: When the Canadian Wheat fields are developed there will not be ports enough to handle the great production from that area. There will be 250,000 acres under cultivation with a yield of 20 bushels to the acre."

Activity Of Press. I now propose reading some interesting paragraphs from the Providence 'Sunday Journal' of February 27, 1910, which contains five large photographs showing scenes of Montreal, freight centre, and in the vast growing territory whose development is being hastened by the Grand Trunk. The titles under these photographs are: Harvesting oats in Saskatchewan, modern methods of harvesting in the new north-west, wheat in Saskatchewan, Grand Trunk freight terminals in Montreal, and Grand Trunk system taps the new north-west. The following extracts were taken from the article in question: Rhode Island has a very general large slice of wholly new geography to learn, as a matter of purely local knowledge. The Grand Trunk system is brought into the state for the mean the joining of Narragansett bay's tidewater to the immense tracts of the north-west, which only yesterday were regarded as a wilderness, and even today have barely made their bow to the world. Well informed men who desire to appear in the articles in the 'Journal' have much conception of the development that is taking place.

America's Greatest Railway. No small part of this is due to the activities of the Grand Trunk system, under the direction of President Hays. In a general way these have been described by the 'Journal' in a charter was presented to the general assembly, but perhaps nothing makes it more graphic than the prediction, which the railroad men, that the Grand Trunk will ultimately be able to claim the title of America's greatest railway, with America in the case the whole western hemisphere.

Down along the water front of Port Arthur there are seven rows of huge circular bins, and these tanks so common in eastern cities, are native about them and he will tell you they are wheat wells; that they have a capacity of 25,000,000 bushels; and that they are only a part of a number that the railroad intends to build. Some day, he will say, there will be one such bin to handle 40,000,000 bushels.

In those wells you have the secret of the Grand Trunk Pacific's anxiety to open up the north-west—it is wheat and nothing more. From Winnipeg westward a hundred million bushels a year is being grown now, with only one-tenth of it being shipped. A hundred million bushels of wheat means much freight; its transportation means that thousands of thousands of freight cars must be brought into use.

Vast Possibilities. This great northwest that the Grand Trunk Pacific will tap is mainly a wheat-growing country. Nowhere on earth are the conditions more conducive to raising wheat more abundantly than in the Northwest. It has the finest winter wheat lands in the world. In the district around Calgary the average yield of wheat in 1908 was 31 bushels to the acre; on the best lands of the United States in the same year, it was little more than half that. It was little wonder that the country which the Grand Trunk railway now desires to gain access to by the sea by way of Providence, will not be a vast wilderness, but a land of vast possibilities.

Such is the country which the Grand Trunk railway now desires to gain access to by the sea by way of Providence, will not be a vast wilderness, but a land of vast possibilities. It is as full of vast possibilities as was our own northwest a hundred years ago. It is waiting only for people to develop it to make it a world. It is already up and doing; and it deserves more than any other country on either side of the Atlantic the name of the land of tomorrow."

Now, Mr. Speaker, I come to some rather important and interesting statements attributed to Mr. Wm. Wainwright, the second vice-president of the Grand Trunk Railway Company. I am quoting from the Providence 'Journal,' Providence, R. I., March 2, 1910:—"Grand Trunk Steamer Lines here planned—Officials find City's Tidewater Facilities Excellent—Portland not Satisfactory. Vice-president William Wainwright of the Grand Trunk railway declared yesterday that the tidewater facilities of Providence are an important consideration in his company's plans, and that steamship lines are being contemplated in connection with the projected local branch of the road—the Southern New England Railway Company. Wainwright said:—"Heretofore the officials of the company have been cautious in their statements as to immediate development plans, and that the Grand Trunk Wainwright, according to despatches from Montreal, is very candid in his statement of what the railroad is planning here if the charter is granted."

The officials usually yesterday confined themselves to the assurance of adequate accommodation of the freight—interests of the section, and the prediction that, with the development of the Canadian west there would be export business for all the terminals of the company. The statement by Mr. Hays tonight, however, aims directly at the establishment of an ocean steamship line or lines from this city. Best Port on Coast.—"We consider Providence the best place for our purpose," said Mr. Wainwright, who has been connected with the Grand Trunk for many years, in an interview in Montreal. "The Canadian Pacific and ourselves, he continued, have had surveyors and experts up and down the Atlantic coast for the last 10 years looking for the best place to bring our rails to Hudson Bay. We have Portland, but Portland is unsatisfactory in many ways."

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Advantage of G. T. R. Mr. Loid, Mr. chairman and gentlemen, will endeavor to explain to you the advantages that in connection with the Grand Trunk system would give or rather afford in the way of distributing rates in this territory. You are familiar with this situation in the east, for instance, the Grand Trunk is at Portland, Me. It is at New London and from that point in New London you have been told that it is intended to run to Providence and on to Montreal through White River. The Grand Trunk today has a steamship line to Portland in the winter and in Montreal in the summer, running to European ports. It has been suggested to you in connection with this city that a steamship line, the advantages of a steamship line from here would be great. A steamship line would not only give you such instant access to grain and the products of the United States as would make a special effort to interest you in lower gardens. He would be glad to hear from any citizen willing to provide seeds for this purpose.

Parent System. Now the Grand Trunk system is the parent of the Grand Trunk Pacific. The Grand Trunk Pacific today is in the course of building the road. It starts in New Brunswick running to St. John, N. B., Nova Scotia, through to Winnipeg on what is called the Transcontinental Commission of the Canadian government. A great deal of the mileage is already made, but it is not connected up. From the Lake Superior Junction to Winnipeg the rails are down and cargoes are actually taken over there, and it is expected during the year that the United States is ceasing to export wheat. Of course, it exports a little wheat today but as a matter of fact it is getting less each year and there are probably two reasons for it. One is that there is a larger consumption of wheat in the United States, and the country of it itself is increasing in its population and is needing more flour each year. People are consuming more flour and the flour exported certainly is decreasing. We are coming to a time when the United States will want more wheat. Mr. J. J. Hill has said that they are going to get it from the Canadian northwest. He is building his lines to go in to the grain traffic.

Romantic Story. The full story of the Grand Trunk Pacific and the development of the Grand Trunk proper reads like a romance. Now as to the advantages of this line. We have what we believe to be the finest harbor on the Atlantic coast, Mr. Hays and his associates believe that, when this vast territory about which you are hearing, we will have further needs of ports to take care of this vast amount of grain that

is coming out of this wonderful country. Besides Portland they have a large harbor which is closed during a large part of the year. Mr. Hays has authorized to state that if we can offer adequate harbor facilities, the improvements now projected in the harbor are carried to completion, when that time is built, we will have a trans-Atlantic service running from Providence to Europe. Mr. Fitzhugh was cautious in his statement. He said if we have the facilities, the vast amount of grain that is coming out of this wonderful country. Besides Portland they have a large harbor which is closed during a large part of the year. Mr. Hays has authorized to state that if we can offer adequate harbor facilities, the improvements now projected in the harbor are carried to completion, when that time is built, we will have a trans-Atlantic service running from Providence to Europe. Mr. Fitzhugh was cautious in his statement. 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