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NOTICE.

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SUN PRINTING COMPANY,
ALFRED MARKHAM,
Manager.

NOTICE.

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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., AUGUST 5, 1903.

SIR WILFRID'S EFFORT.

The effort of Sir Wilfrid Laurier's life has been made. Now that the eloquent argument in favor of his gift to Senator Cox and his friends is before the reader the main question remains to be answered. Why are the people of Canada asked to pay for all this great enterprise and then give the property away? Study Sir Wilfrid's speech as we will find no answer to this inquiry. The government is building 1,800 miles of railway entirely at public cost, and not one mile of it will after construction be the property of the people of Canada. After seven years the company agrees to pay three per cent interest on the cost, provided the road earns it. Otherwise no interest is paid for the first ten years. By that time the people will have paid \$15,000,000 in interest alone on this section of the railway. The government also by means of its guarantee pays nearly the whole cost of the other 1,500 miles of railway. The prairie section, which is the profitable part, should earn enough to pay the interest on the cost of the rest. But that is not the bargain. The company gets all the fat. The government pays certainly seven and probably ten years' interest on the guarantee for the mountain section to the west. Thus, as Mr. Blair says, the lean is accepted by the government. We understand now the statement made months ago by the president of the Grand Trunk to his shareholders that the company would obtain access to the prairie country and the Pacific without the expenditure of a dollar.

Since the people are paying for all this why should they not own and control it? The St. John board of trade is not the only body which has recommended the extension of the Intercolonial to Winnipeg and the Pacific. There was one great objection to this programme. It would cost an immense sum of money. But now the money is to be expended and the people will not have the railway.

Sir Wilfrid's rather hysterical appeal for immediate action is not impressive. For seven years he and his colleagues have been watching the immigration come in and the settlement of the west proceed. The apathy that has now caught the premier seems to have come suddenly and in consequence of various interviews with Senator Cox.

It is true that provision must be made for the conveyance of western produce to the eastern seaboard. But the immediate demand is not for that great stretch of railway through an unsettled and even unexplored region. The western people have not asked for that, and care nothing about it. What they want is better means for the transportation of their grain to the great lakes. The road through the unknown country between Lake Superior and Hudson Bay can wait. It is altogether ridiculous for the premier to talk like a man in a panic about the necessity of a road which it is admitted cannot for ten years pay the interest on the cost of the road.

The premier's argument that the Intercolonial is useless as a through transportation route is sound. It contradicts every fact that Sir Wilfrid and his colleagues have been saying for six years. It condemns the policy which has cost the country thirteen millions. It shows that the leader of the government was never a safe guide in railway matters. How shall we know that seven years hence Sir Wilfrid will not be telling us that his present policy is all a mistake and asking for one hundred times more to rectify it? Sir Wilfrid's withdrawal of his condemnation of Sir Charles Tupper's short line policy. He condemns the Intercolonial policy of his own government, a policy into which, as in this case, he was inveigled by the Grand Trunk company.

The premier's argument so far as it is good is an argument for better transportation facilities from the west, and for another short route to the winter ports. This does not call for so great a donation to Senator Cox. It is just as easy to justify the large sum as is contemplated in this construction and operation of a transcontinental government railway.

SUNDAY LAWS IN CANADA.

One thing that seems to be clear from the recent privy council decision is that the provincial Sabbath desecration laws passed since confederation are not valid. All the provinces except Quebec and British Columbia have such laws, and probably they all sufficiently resemble the late Ontario statute to share in its condemnation. The New Brunswick act prepared and carried through by Hon. A. S. White, when he was attorney general, is apparently ultra vires. There is an old law dating from before the union. That act stands until it is repealed by federal legislation, and as yet there is no such repeal. But the act does not go nearly so far as Mr. White's act. For instance, it does not forbid sportsmen to go fishing on Sunday.

For some years past the legal advisers of the dominion government have raised the question of want of jurisdiction against Mr. Chertoff and other advocates of strenuous Lord's Day legislation. More than ten years ago Sir John Thompson expressed doubt as to the power of parliament to pass one of Mr. Chertoff's Sunday bills. This was at a time when the privy council appeared to be widening the scope of provincial authority beyond what had been assumed to be the limit. Mr. Mills and Mr. Fitzpatrick, as ministers of justice, were then disposed to put the question by.

But now comes a decision, setting forth that in regard to criminal and quasi-criminal matters the provinces rather than the dominion have been legislating beyond their powers. The Sunday acts are criminal laws, and therefore belong to the federal parliament. So say their Lordships. It is quite clear where a Sunday act with a penalty for those who break it differs from a liquor act with like penalties. But since this is the law it must be accepted.

A TRANSFORMATION.

It may be remembered that a few weeks ago, when the board of trade was taking action to secure the extension of the Grand Trunk Pacific to a Canadian winter port, the St. John Globe was in opposition. The Globe could see no reason for the construction of another railway through this province. Its opposition was unusually strenuous.

But the Globe has had a complete change of heart. It has become an enthusiastic supporter of the new Grand Trunk scheme. Senator Cox and Senator Ellis are apparently in hearty agreement over this astonishing gift of \$54,000,000 worth of railway and \$15,000,000 of guarantee to Senator Cox and his associates.

As the rule, the Globe is disposed to be critical over costly adventures of this kind. It is not common for that cautious journal to grow enthusiastic over enterprises which are taken up without investigation and adopted without consideration. When the grafters get after the government the Globe is sometimes silent, and sometimes even censorious.

But now it is almost excited in its praise of Senator Cox's great gift enterprise. The Globe's editorials read like Attorney General Pughley's election manifesto.

What has Senator Cox been doing with Senator Ellis?

THE TELEGRAPH GROWS FAINT.

The telegraph has greatly modified its attitude. It is no longer calling the clans together, and appealing to press and people to make a united protest against the "criminal blunder" of the Grand Trunk Pacific deal. The first day after Sir Wilfrid's speech the telegraph was silent. The second day it announced that the contract was still a mistake, but that some concessions had been forced from the

company, and that the bill would pass both the houses. The only concession which the telegraph mentions is the construction of a branch line from Chipman to St. John. It happens that there is no mention of such a branch in the contract, and therefore no such concession can have been obtained. That matter is exactly where it was when Mr. Blair resigned. The only important change since the resignation is one in favor of Senator Cox and his colleagues, who get ten more years use of the road without paying interest.

If the branch were constructed from Chipman to St. John there would have been no concession from the company in it, for the road would like the rest be built and paid for by the people of Canada.

MR. TARTE AND MR. BORDEN.

Mr. Tarte, writing to La Patrie, says that Sir Wilfrid Laurier's railway speech is an eloquent harangue and that its dominant note was an appeal to national sentiment.

Concerning the opposition leader Mr. Tarte says that he has not the suave and elegant language of the premier, but he pleads his cause by means of sound and solid argument. In the opinion of Mr. Tarte Mr. Borden is growing rapidly in strength and influence and is a tireless worker. It is important that an opposition leader should be a man of energy and power, and Mr. Tarte says that all who are conversant with public affairs share his high opinion of Mr. Borden's qualities and character.

THE ST. JOHN VALLEY AND OTHER ROUTES.

Sir Wilfrid Laurier thinks that the route from Edmundton to Moncton will not be more than 200 miles. A straight line between the two points would be no longer than that, but a direct line to anything near it is impossible in this province. This straight line would cross the Tobique and the Miramichi. It leads right across the water sheds. Some of the highest hills in the province are right in the way and there are numerous lakes. But if this is to be a great transportation route it must have easy grades. There are even more important than short distances. Probably the road from Edmundton to Moncton will be nearer 250 miles than 200.

From Edmundton to Moncton by way of the St. John river valley and the Intercolonial would not be a great deal farther. From Edmundton to St. John by way of Fredericton is 233 miles by the existing railway. A direct course from Grand Falls to Fredericton, avoiding the westward sweep of the river, and another change south of Fredericton, would probably bring it inside of 200 miles. This is much shorter than any possible route to St. John from the proposed main line of the Grand Trunk Pacific.

The Grand Trunk Pacific to go direct to Moncton will cross the Tobique far above Plaster Rock. It will cross the Canada Eastern east of Blissville, and will not come within thirty miles of Chipman. A branch to St. John would probably pass through Canaan, and end at a point as far east as Fredericton. The distance from Edmundton to St. John by this route could not be less than 250 miles, or 60 miles greater than a possible route by the St. John Valley—St. John Star.

THE RAILWAY BILL AND ST. JOHN.

Since the outline of the Grand Trunk Pacific measure was given to the press resolutions favorable to the measure have been adopted by representative bodies of Moncton and Halifax. As yet St. John has made no declaration on the subject. Last evening in the city council Alderman Baxter proposed a resolution in favor of approaching the dominion government with the request that a more direct route be allowed to this winter port than is contained in the Grand Trunk Pacific contract. This motion was withdrawn because it appeared that some members of the council were not yet prepared to vote on the question. Yet the motion is most reasonable. The bill provides for no connection with St. John except by way of Moncton. Freight intended for shipment at this port would be brought to Edmundton, carried across the province some 250 miles to Moncton, and then 90 miles back to St. John. There is a shorter route now from Edmundton to St. John, but it belongs to another company, which is not likely to be offered freight by the Grand Trunk. The adoption of Alderman Baxter's resolution would not condemn the Grand Trunk Pacific bill. There is no reason why the council should not deal with this national question. It would only deal with the measure in its relations with St. John, and that is quite in the line of the council's duty.

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BLAIR YET TO SPEAK.

Mr. Blair has not been heard from on the Grand Trunk Pacific question since the day when his letters to the premier were read in the house. It is expected that he will take occasion this week to state his case against the government project. The suggestion that Mr. Blair will recede from his position and return to the cabinet appears to be altogether gratuitous. It would be political suicide for Mr. Blair to do that. He could never expect to exert any influence in the country, or even in his own province, if after all that has happened he

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THE KING AND IRELAND.

Social amenities have much to do with the peace and harmony of nations. No doubt the good relations between Great Britain and other European countries have been greatly assisted by the recent visit of King Edward to the continent and by the return visit of the president of France. All accounts agree that the era of good feeling in that kingdom. Radicals and cynical pessimists may suggest that the cause is inadequate. But many things happen in Ireland and elsewhere which, to a man who does not appreciate the force of a sentiment based on personal charm and affection, seem to come from inadequate causes. There is among many people in Ireland an unreasoning but traditional hatred of England. A sentiment based on impulsive feeling in the other direction would be equally logical. Good feeling begets good feeling. The advances are now made at a time when an important measure of practical advantage to the Irish tenantry has become law. Material advantage and affection, coming together, produce an impression that either would fail to accomplish alone.

An Irish land bill cannot happen every year, but there seems to be no reason why the king should not be as much at home in Ireland as in Scotland. There are, and perhaps always will be, agitators in Ireland who will not be satisfied with anything else than separation from the empire. Such persons and organizations will always find encouragement in some foreign countries. The people of Ireland are amenable to the same influences that prevail in other parts of the world. Traditional animosities can be effaced and mutual trust and respect can be restored. The king and queen have personal qualities which commend them to a people like the Irish. They are genial, kindly and hearty. They find a genuine enjoyment in meeting and greeting people of all classes. They are unreserved and frank in their speech, simple and cordial in their manner, kind and hospitable in disposition. There is no reason why the royal family should not be on the best terms with the people of Ireland—St. John Star.

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BOER CONTINGENT'S DISCHARGE.

(Die Ziet, Vienna.)
The departure of the Boer contingent from the seat of war in South Africa is very suspicious. The government statement in parliament in explanation of the Boers' discharge, their return to the front, and the fact that they were taken seriously. The sharp criticism by wounded and invalided Boers at Aden of the conduct of the campaign, and the fact that the real occasion to remove such acute observers.

The longest road case on record came to an end in the supreme court before Judge Wallace of New York, Vt. recent. Thirty years ago C. M. Brown presented to the selectmen of Newbury a petition for a highway to his premises from Main street. The request was denied. Later Mr. Brown purchased a piece of land which carried a crossing over the highway. It was changed this situation, yet the selectmen refused to lay out the highway. In all 14 petitions have been presented and acted upon in respect to this piece of road, only 23 rods in length.

Deer have become so numerous and tame at Swansea, Mass., that they come to the pastures and graze with the cattle.

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THE KING AND IRELAND.

Social amenities have much to do with the peace and harmony of nations. No doubt the good relations between Great Britain and other European countries have been greatly assisted by the recent visit of King Edward to the continent and by the return visit of the president of France. All accounts agree that the era of good feeling in that kingdom. Radicals and cynical pessimists may suggest that the cause is inadequate. But many things happen in Ireland and elsewhere which, to a man who does not appreciate the force of a sentiment based on personal charm and affection, seem to come from inadequate causes. There is among many people in Ireland an unreasoning but traditional hatred of England. A sentiment based on impulsive feeling in the other direction would be equally logical. Good feeling begets good feeling. The advances are now made at a time when an important measure of practical advantage to the Irish tenantry has become law. Material advantage and affection, coming together, produce an impression that either would fail to accomplish alone.

An Irish land bill cannot happen every year, but there seems to be no reason why the king should not be as much at home in Ireland as in Scotland. There are, and perhaps always will be, agitators in Ireland who will not be satisfied with anything else than separation from the empire. Such persons and organizations will always find encouragement in some foreign countries. The people of Ireland are amenable to the same influences that prevail in other parts of the world. Traditional animosities can be effaced and mutual trust and respect can be restored. The king and queen have personal qualities which commend them to