

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 30, 1903.

September 30, 1903.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 30, 1903.

ST. JOHN AND PORTLAND.

There is very little sentiment in business. While the Grand Trunk maintains and improves its vast terminal facilities at Portland (Me.), as long as its millions are invested there and the haul to Portland is the shortest haul, just so long will the Marce export stand between St. John and the prosperity which should come to this city as the natural winter port of Canada unless the Senate rejects the Grand Trunk Pacific bill which the Government will drive through the House of Commons.

For the Grand Trunk is the Grand Trunk Pacific, and one fatal weakness in the Government's railway bill is its absolute failure to provide against the diversion of Canadian freight to American ports.

The people of Canada are unanimous in their opinion that any new trans-continental railroad should be a bona-fide all-Canadian enterprise, controlled by the people's representatives, and operated in the interests of this country. They are opposed to any plan which does not safeguard Canadian ports by something more substantial than the promise of the Grand Trunk Pacific promoters.

The St. John Board of Trade, and other organizations of business men in these provinces, have protested against the weakness of the government's plan in this particular. Why? Because Hon. Mr. Blair said in Parliament—and virtually proved it—that the agreement between the government and the G. T. Pacific, in so far as it was intended to prevent the diversion of freight to Portland, is not worth the paper it is written on.

This statement of the foremost railroad authority in the Dominion, supported as it was by incontrovertible evidence of the folly of the agreement, alarmed the country. To show how good cause there is for that alarm, let us refer to clause forty-two of the bill. Here it is:—

It is hereby declared and agreed between the parties to this agreement that the aid herein provided for is granted by the government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of goods through Canadian channels. The company accepts the aid on these conditions, and agrees that all freight originating on the line of the railway or its branches, not specifically routed otherwise by the shipper, shall, when destined for points in Canada, be carried entirely on Canadian territory, or between Canadian island ports.

Remembering that the foregoing clause is all that is to prevent the Grand Trunk from feeding its Portland terminals with traffic from the Canadian West, turn now to Hon. Mr. Blair's well-reasoned opinion as to the value of the words quoted. Discussing the agreement Mr. Blair said in part:—

"It is said that goods not otherwise routed should be carried over Canadian lines, on Canadian territory, to Canadian seaports. Let me point out that if the company fail to do it you have not provided any penalties whereby they are going to be made to suffer for it. Why, you are simply trusting to the Grand Trunk Pacific to do what they say they will do.

"But, Sir, as time goes on, the feeling with regard to this clause will stale in recollection, and how long will it be before you will find that you cannot get this railway company to do anything more than you can compel them to do, and penalize them in case they fail to do it. There are no penal clauses or restrictions of any kind which would force them to an observance of these conditions. Then they refer to traffic that is not otherwise routed. Well, Mr. Hays very frankly stated to the Railway Committee when this subject was under discussion, that you cannot control the traffic of a railway, that people have a right to route it as they please. He frankly and openly made that statement.

"Now, I can imagine and I need not attribute any improper conduct to the Grand Trunk Pacific Company, either. I do not wish to make any unfair reflection upon anybody in this connection; but I can well imagine that while the Grand Trunk Pacific Company might be willing, as the result of a pious resolve, to adhere to this contract, the Grand Trunk would still have its agents at work in the western country securing this traffic.

"How? Not by Quebec, nor by the seaports of the Maritime Provinces, but by North Bay and the Grand Trunk to Portland, and you could not stop them under any circumstances. You only got an agreement saying that this shall be done, but the Grand Trunk Pacific is still in the hands of the Grand Trunk Company, and the Grand Trunk Company do not obligate themselves to do it, and there is no way of enforcing the obligation. And you are getting one step further away from the possibility of reaching the parties in the matter when you realize that this Grand Trunk Pacific Company are the people that have made this agreement. Now, let the Grand Trunk Company, as I have suggested, send their agents and solicitors for freight into that country, and what could withstand the pressure they would bring?"

The country found the ex-Minister's language on this point convincing, and no wonder. He made it plain that the all-Canadian scheme had many holes in it, and chief among them is the hole by which traffic which should come to St. John will go to the port to which it is the interest of the Grand Trunk to carry it.

Will the Senate of Canada betray the people by sanctioning this sacrifice of Canadian interests? Is there manhood enough in the Senate to take the course of honor in this matter? Will the people of this country appeal to their court of last resort in vain?

THE FACTS.

The effort to prove that St. John is favorable to the Grand Trunk Pacific scheme has been a flat failure. The people of the Winter Port know:—

1. That in the government's plan St. John has been passed by; that the route proposed through New Brunswick is impracticable from a railroad standpoint; that it avoids the settled districts, and that it is not the shortest way to the seaboard.
2. That the government's bargain with the Grand Trunk Pacific is so framed that Canadian freight, every pound of which should come to Maritime Province ports in winter, may be diverted to American ports, and particularly to Portland (Me.) where the Grand Trunk (which really is the G. T. Pacific) has millions invested in terminals which it is determined to maintain; that grandiloquent talk about an all-Canadian line is mere moonshine as long as the Grand Trunk keeps up its Portland connection and is able to divert Canadian freight to that outlet.

3. That until surveys are made, and complete information concerning much of the unknown territory through which the railroad is to pass has been acquired, the government is not justified in committing the people of Canada to the tremendous expenditure which the construction of the new line will involve.

4. That to expend \$15,000,000 of the people's money to duplicate the I. C. R., in which \$70,000,000 has been invested and which is capable of carrying four times its present traffic, is an unjustifiable and indefensible waste of public money; and that a portion of this sum might well be used to equip St. John as one of the several National ports essential to any sound transportation policy.

As for the unwarrantable assertion that New Brunswick is demanding the Quebec-Moncton section it is enough to say that sentiment in this province in that regard has not changed since Hon. Mr. Blair electrified the country by his masterly presentation of the facts in Parliament some weeks ago. That Mr. Blair is a sound judge of public opinion in New Brunswick few will question. He said:—

"You might go down to my own province of New Brunswick, where there are many men who are perfectly able to take advantage of such an opportunity, and I believe it would be utterly impossible to find one single individual who would be willing to invest one dollar in this enterprise if it were put forward in any shape and with any reasonable assistance that the government could give as a commercial enterprise. They know there is nothing in it. They have never asked for it; yet we are told in some of the newspaper press that this railway will be a gift from the rest of Canada to New Brunswick. I disclaim the gift. I think I speak the sentiments of the great majority of the right thinking people, of people who are considerate and upright, in my own province, when I say that we do not ask for any such gift at the hands of the people of Canada. When we do ask for something, we will ask for

something that has merit in it; for something that can be justified upon its merits. If we want a railway, we will ask for a railway which will serve the people, and which will not duplicate and destroy the roads there are."

From the moment a new trans-continental railroad was proposed sentiment in these provinces demanded that it should have no foreign connections, that it should be a Canadian road, and should carry all freight to Canadian ports, winter and summer. There has been no change of sentiment in that respect. If, then, the government's agreement with the Grand Trunk Pacific is so worded that foreign ports may be built up at the expense of St. John and Halifax, the all-Canadian idea is destroyed. Mr. Blair has emphatically declared that the Grand Trunk will have the bulk of the Western traffic routed to suit its own interests. That railroad will send hundreds of thousands of tons of freight to the west coast, as other great railroads have done, and the shipper, whose chief interest is to get his wheat to market, will allow the company's agents to route it as they please. Mr. Blair's warning on this point of overwhelming importance was plain. The Intercolonial had that experience as to the routing of western traffic, said the ex-Minister of Railways, and added:—

"You will have it over again with the result that the traffic which reaches the Atlantic will be outpouring itself at Portland and Boston and not at the two Canadian ports."

What would patriotic Canadians say to that? It is a question which cannot lightly be whistled down the wind. It is an unwise government which permits even the possibility of such a condition to arise.

The railway bill will be passed this week, in all probability, by the House. It will then go to the Senate. If the members of the august body give heed to the unanswerable objections to many features of the measure, if they are true to themselves and to the people of this country, the Grand Trunk Pacific scheme in its present amending form will be rejected as promptly and forcibly as the taxpayers of Canada would reject it today, had they an opportunity of voting for or against it.

AN ENGINEER'S VIEW.

Sir Sandford Fleming in his last utterance on the Grand Trunk Pacific scheme, expressed himself as by no means opposed to the Liberal administration, but as an engineer he felt constrained to say he agreed with Hon. Mr. Blair in the opinion that the proposed Quebec-Moncton section is a mistake. The eminent engineer believes that, for many years to come, the Intercolonial will be able to handle all the traffic offered, and he says, moreover, that no better route is obtainable.

It is agreed by railway men that unless the all-rail route from the wheat fields is one of extremely easy gradients, it cannot be successful as a grain carrier. It is known that these gradients cannot be had by the centre-of-New Brunswick route which is proposed.

Hon. Mr. Blair, then, was well within the facts when he unsparringly denounced the proposed Quebec-Moncton line. His language was very strong, but it was fully justified by the facts he cited. He said, for instance:—

It is not a question of mileage. It is idle for the government to say: We will ask the people to spend \$15,000,000 to give us a line seventy-seven miles or 120 miles shorter than another line, when you can make better time and carry heavier loads on the longer line.

"This proposal is absolutely unjustifiable, and the people of this country will not stand it. Not all the influence which the Grand Trunk Railway can bring to bear on the electorate will justify the outrage proposed to be perpetrated. The new line will have heavy grades and besides will go through an unsettled country, and we know how important an element local traffic is to a railway. How long will it then be before this government will have this railway thrown back on its hands and be told that it has made a useless expenditure which cannot be made productive, and whose only effect is to sacrifice the road we already possess."

"I say that a saving of seventy-seven miles or 120 miles counts for nothing. There will have to be more intelligent reasons given to justify the government in pressing through this feature of the scheme. I regret that the Intercolonial Railway, which is the people's own road, has not a friend in the whole ministerial rank. I propose at all events to stand by it while I remain in public life, and knowing well I do of that road, I will not permit its character and quality and service to be minimized or depreciated without entering my protest."

The St. John Board of Trade, fearing that the export-traffic in winter might not all be carried to ports in these provinces, recently reaffirmed its resolutions in favor of government ownership. St. John is unanimously opposed to the Grand Trunk Pacific scheme as it stands. There can be no doubt about it.

THE SENATE'S POWERS.

The powers of the Senate in the matter of rejecting pernicious measures passed by the House are very important, and very great. These powers are vested in the Upper Chamber that no ill-considered bargain like that made by the government with the Grand Trunk may become binding if a majority of the Senators are satisfied it is inimical to the interests of the people.

There can be no doubt at Ottawa as to the unpopularity of the railway measure. There should be no hesitation on the part of the Senate in listening to the reasonable demand that no such tremendous project be undertaken in the name of the people when it is known that a majority of them believe the proposed expenditure entirely unjustifiable in the absence of complete and accurate information regarding the country through which the new trans-continental is to run.

The country is certain, favor only an all-Canadian line in fact as well as in theory. What sort of all-Canadian line is it which will build up Portland and Boston at the expense of St. John and Halifax? How many business men really believe it is wise to expend \$15,000,000 in constructing another railroad through Quebec and New Brunswick when the expenditure of that sum will mean the unnecessary and destructive duplication of the Intercolonial, which represents an investment of \$70,000,000? What engineer believes such a line should be sanctioned by Parliament when it is known that the projected route is regarded by railway men as impracticable for the purposes of a modern road, and that the Intercolonial can carry four times its present traffic without being double-tracked?

If the Senate gives due consideration to these and other unanswered and unanswerable objections to the Grand Trunk Pacific bill, if the Senate rises superior to narrow partisanship and deals with the measure on its merits, the proposed legislation will be rejected in its entirety. That the members of the Upper Chamber would deserve and receive the plaudits of a great majority of the people if they rendered so signal a service to the country, there can be no manner of doubt.

The Senate may in its wisdom pass such amendments to the bill as to eliminate its most unreasonable features. The Eastern Section, for instance, might be killed, as it certainly should be. It is within the power of the Senate to say that the prairie section—the last section—should be built by the government rather than the lean and costly portions of the enterprise.

The genesis of the Quebec-Moncton feature is still lost in obscurity. It is a matter of common knowledge that the promoters of the Grand Trunk Pacific did not contemplate or desire any such extension. That winter export freight might be carried to ports in these provinces, it

was only necessary that, all such freight be turned over to the Intercolonial at Quebec—the wise solution which Mr. Blair urged, but which, "the reasons which never have been given," clearly, was rejected by the government. The Senate, then, may exclude the line east of Quebec as involving an expenditure which would be inexcusable folly. The country would be better pleased, however, if all of the projected line east of Winnipeg were cut out. If that were done no doubt the government would find it difficult to postpone all construction of doubtful utility until complete surveys had been made and the information thus acquired had been made public.

The duty confronting the Senate at this juncture is imperative.

THE RECORD.

St. John business men have been on record in regard to the proposed new trans-continental railroad since January 13 last, when, at a meeting of the Board of Trade, they adopted a resolution favoring the extension of the Intercolonial to the Pacific. In February the resolution urging government ownership was reaffirmed, and the board added:

"That the proposals for any trans-continental line should contain distinct provisions for the extension of such line through the Maritime Provinces to the winter seaports in those provinces, and that rigid guarantees should be exacted that only Canadian ports will be used, both in summer and winter."

Government ownership of the entire road, or even of that portion of it east of the wheat fields, would have made the diversion of Canadian freight to foreign ports impossible. When the Grand Trunk Pacific scheme was introduced in the House and Hon. Mr. Blair resigned, the Board of Trade realized that the very point at which it had sought to guard the interests of these provinces, and of Canada generally, had been left unguarded by the government. Therefore, on August 29, when the board met to deal with the railway situation, Mr. D. J. McLaughlin moved a resolution, a part of which was as follows:

"Whereas, there is reason to fear that a very large portion of the freight from the west by the proposed railway may be routed via such foreign ports contrary to the declared policy of the Dominion government that the products of the Dominion should be exported via Canadian ports only, both in summer and winter.

"Therefore resolved; that in the opinion of the St. John Board of Trade the contract should be so varied that it be made imperative that all freight originating on the line of the proposed railway or its branches and carried by the railway for export shall be shipped via Canadian ports."

The meeting would have adopted this resolution almost unanimously but for the fear that such action would be misinterpreted as meaning that the people of St. John endorsed the G. T. Pacific scheme

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The determination to more and more merit your confidence and encouragement and goodwill.

Styles for Fall are more stunning than ever. Of the cloths and patterns it is hard to tell which is the handsomer, they're all here, see them and judge for yourself.

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|-----------------------------------|---|---|---|-------------------|
| Men's Suits, new fall styles, | - | - | - | \$5.00 to \$20.00 |
| Men's Overcoats, new fall styles, | - | - | - | 5.00 to 20.00 |
| Men's Reefers, | - | - | - | 3.75 to 7.50 |
| Men's Ulsters, | - | - | - | 5.00 to 12.00 |

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|--------------------------|---|----------------|------------------------|---|------------------|
| Boys' Sailor Suits, | - | 75c to \$12 00 | Boys' Reefers, | - | \$1 50 to \$6 00 |
| Boys' Two-Piece Suits, | - | \$2 50 to 6 00 | Boys' Ulsters, | - | 4 00 and 4 50 |
| Boys' Russian Suits, | - | 3 50 to 6 50 | Boys' Overcoats, | - | 3 75 to 8 50 |
| Boys' Three-Piece Suits, | - | 3 00 to 10 00 | Young Men's Overcoats, | - | 5 00 to 15 00 |

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NOTE AND COMMENT.

Keep your eye on the Senate.
Mr. Hays of the Grand Trunk Pacific is Mr. Hays of the Grand Trunk. That spells Portland, and in large letters.

Public opinion is divided as to the propriety of the Sunday concert. A noteworthy fact is that 800 persons attended it.

To side-track St. John is to strike at New Brunswick's interests. To permit the diversion of Canadian traffic to Portland is to destroy the all-Canadian feature of the new trans-continental. Will the Senate consent to it?

It is curious to find as good a newspaper as the Boston Herald saying that in some respects Joseph Chamberlain and "Bill" Devry of New York" are nearer together than two peas in a pod. A bill of particulars would be interesting if not convincing.

It is expected that 1,000,000 copies of Premier Balfour's fiscal pamphlet will be sold. Thus far the demand exceeds the immense supply. But the pride of the pamphleteer will scarcely compensate the leader who has lost five colleagues in a crisis.

"We have expended upon that railway (the I. C. R.), \$70,000,000 of money, and now the government proposes to spend \$15,000,000 more in order to make our expenditure on the Intercolonial Railway less valuable and less effective, and in order to injure materially the people who live along that line."—Hon. Mr. Blair.

High-sounding phrases cannot hide the fact that to parallel the I. C. R. is a foolish waste of money and that the proposed Lewis-Moncton route is not the shortest to the seaboard. And, why should Canadians be committed to an agreement which cannot prevent the carrying of our Western traffic to American ports at the expense of St. John? The question has never been answered. It cannot be answered satisfactorily.

The department of Trade and Commerce has issued a schedule which shows the percentage of increase in exports of merchandise of the principal countries of the world for the last ten years. Canada leads with a percentage of 103.25. Japan is next with 90.49; the United States third with 67.53, and Germany fourth with 58.35. The United Kingdom is tenth on the list with 24.74. Russia brings up in the rear with 2.51.

"If it is simply because a railway company desires and prefers to own the prairie section that we think it is proper that we think, on balancing the advantages and disadvantages it is better that a company should own and operate it, very well; I can see the force of that. But these reasons have not yet been made apparent. If it is a sound principle to own your railroad from Moncton to the prairies, to the confines of that portion of the country where you hope the business will, in course of time, develop to a paying point, why should you virtually give away, and not only that, but also substantially aid, the line through this valuable and fertile country?"—Hon. A. G. Blair.

Sir Sandford Fleming said only a few days ago in discussing the Grand Trunk Pacific that while he was by no means opposed to the Liberal administration he must not be considered, however, as unqualifiedly in favor of the scheme as proposed. He does not think there is any urgency for a new railway from Quebec to Moncton, and says there is no pressing need for the western section, that is the section through the mountains to Port Simpson. As for the Quebec-Moncton line, he said: "Even if a better line than the Intercolonial can be had—which I doubt it must be acknowledged that the I. C. R. can accommodate all traffic which may for some years present itself."

"We have expended \$15,000,000 at least in extensions and improvements in the betterment of the Intercolonial, in the modernizing of the Intercolonial. That has been the policy continued for seven years, constantly, without variation, uniformly, without a doubt expressed on this side of the House as to the wisdom of that policy until today. My hon. friend the leader of the opposition said the other night that we were reversing the policy which we had pursued all these years. I go further; I say we are doing more; we are condemning that policy. We are not only condemning it, but we are writing our own condemnation in letters which will never be obliterated. We are saying that we did not know what we were doing—that we did not care what we were doing. It suits our purpose now to destroy entirely what we have done, and to be left with a clean slate. That has been the result of our past policy. That is what is being proposed in this policy today. I protest against it."—Hon. A. G. Blair on the G. T. Pacific scheme.

British Warship Going to Boston.

Halifax, Sept. 28.—(Special).—H. M. S. Retribution will sail from here Wednesday for Boston and it is possible the R. G. R. Band, which is to participate in the parade of the London "Honorables" will go with her. The Retribution will be saluted at Boston by the Navy Yard and U. S. cruiser Chicago, now on the way to Boston. The warship will greet Dominion liner Mayflower, with the "Honorables" on board as she sails up Boston harbor.