

THE HERALD

WEDNESDAY, JULY 17, 1889.

All matter for publication in the Herald should be in this office by noon on Tuesday. Persons wishing their advertisements changed must advise us Saturday forenoon.

THE BONDING PRIVILEGE.

When the United States Senate's interstate commerce committee met at Portland, Maine, a few days ago, an important delegation of the Board of Trade of that city appeared before it, for the purpose of protesting against the proposed abrogation of the bonding privilege now given to Canadian railways over United States territory. They urged that this movement by reason of any injury or inconvenience such abrogation might cause Canadian investors in capital and interest to withdraw from the great advantages to Portland. So much so that, should it be deprived of it, that city would severely suffer, as a large number of people would be thrown out of employment, and considerable property given to the water front, now utilized by the Grand Trunk Railway Co. for their buildings, would probably largely depreciate in value.

All this came out in the evidence given before the committee. An important witness was Hon. William C. Pittman, whose name has been prominently before the public in connection with the fishery question. In behalf of the trade interests of Portland, he went on to show that the municipality of Portland had invested in capital and interest \$2,000,000 in giving terminal facilities to the Grand Trunk Railway, which would lose if those bonding privileges were taken away. The reason of this was, he showed, that by the southern trunk lines Maine is farther from the coast than Boston is; but by the Canadian line Maine is as near the coast as New York is. If the Canadian roads were interfered with, a differential rate of ten cents would be imposed against Maine on western products consumed in that state.

The main feature of Mr. Pittman's argument was the dread lest inter-traffic of this kind would divert the trade now centering at Portland to Montreal, Halifax and St. John.

"We shall play into Sir John Macdonald's hands," says Mr. Pittman. "We shall hurt ourselves without helping the American trunk lines. Besides, the American trunk lines are not suffering from the Canadian Pacific. It is their rivalry from which they are suffering. The Canadian Government will try to buy up the traffic, and what we want you to do is to refrain from helping them to do that, as well as to refrain from doing any other thing that would give them an unfair advantage over the American trunk lines. We fear some action on the part of your senators, not directly or intentionally, but through some minor error, which might not be thoroughly understood, that would help the Canadian Government to buy up the traffic of its natural channels to the Canadian ports. Naturally that business means American ports. It is the only political consideration that can force it out. In the winter seasons play between Portland and English ports, Canada can naturally do so more profitably than from Halifax. They will continue to do so if political considerations do not interfere."

The Portland Press sets forth, in the strongest possible terms, the importance of those bonding privileges to that city. After referring to the evidence given before the Senate committee, it says: "All of Portland's western connections of any considerable moment lie over Canadian railroads. The Atlantic and St. Lawrence connections with the Grand Trunk at Island Pond, and the Maine Central, or will very soon, with the Canadian Pacific at Newport. To destroy these connections would practically annihilate the same thing, break up the bonding system, and forward to an end the bonding privilege of the Atlantic coast. The Atlantic and St. Lawrence becomes useless, and so does the Portland and Ogdensburg route. The result would be a complete severance of the western coast from the Atlantic coast as a whole. The Dominion ports on the Atlantic coast are using all their political influence to divert the export business from this city to themselves. There is little danger of their succeeding by nature in against them, unless our Government comes to their assistance, as it will very effectively by putting an end to the bonding privilege. The dream of Sir John Macdonald, the strongest man in the Dominion at the present time, is to make Canada entirely self-reliant. He and his party are the bitter opponents of commercial union with the United States, and his chief aim is to make Canada entirely independent of the States. Could he have a selection of the members of the States towards the Dominion railroads, he undoubtedly would select one that would exclude the Dominion ports from that would compel them to seek Halifax and St. John as ports of export and import. He would select one that would assist him to realize his desire in regard to Canada. By abrogating the bonding privilege we shall play into the hands of Sir John Macdonald and the Dominion party that looks with disfavour on any closer relations between Canada and the United States, besides imposing upon our own people additional burdens in the way of increased freight rates."

All the foregoing serves to show that our neighbors now realize that the people there of retaliation, formulated by President Cleveland a year ago, had it been enforced, would injure themselves much more than it would have injured us; and that the result would be to build up the Canadian Atlantic port. The present agitation to exclude Canadian railways from the bonding privileges which they have hitherto enjoyed over United States territory has its inception in the hostility and jealousy of Canada which prevails in the United States, and is promoted by the railway magnates of that country. But the New England States, finding that their interests would be most injuriously affected by any such exclusion, have vigorously protesting against Congress granting those demands.

It is only when the rival interests of these people clash that we are enabled to perceive the true importance of the bonding privilege. It is only when we see how it is being used to build up the Canadian Atlantic port, and how it is being used to injure the Dominion ports, that we realize the true importance of the bonding privilege. It is only when we see how it is being used to build up the Canadian Atlantic port, and how it is being used to injure the Dominion ports, that we realize the true importance of the bonding privilege.

EDITORIAL NOTES.

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CHARITY SERMON AT ST. MARY'S.

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LOCAL AND OTHER ITEMS.

The Supreme Court opened at Georgetown yesterday. There was a large attendance at the Tea Party at Hayden's Wharf, on Wednesday last. We understand the amount was \$1,000.

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GENERAL NEWS.

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ATTRACTIVE BARGAINS.

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