

53. The government contract referred to in the following editorial of the *Daily Telegraph* marks a crisis in the history of New Brunswick, especially of St. John, its chief city. Nothing now remains for this Province but to lay its many grievances at the foot of the Throne, with the request that they be redressed, or that she be allowed to withdraw from the union, which, as shown above, has been to her a perpetual spoliation and an unmitigated curse. The minister who principally is responsible for this contract, while boasting that Canada is *governed by votes*, is himself indebted for his last two elections to *the circular of an ecclesiastic*, and to the ten millions that he, in common with others, has wrongfully, during the last twelve years or more, drawn from the government chest, in connection with the Oxford-Sydney railway. The \$750,000 Atlantic service subsidy, capitalized, is \$22,500,000, of which New Brunswick's portion will be \$1,500,000.

The government of Canada is about to pay a steamship company \$750,000 a year for ten years by way of subsidy for a weekly fast service between an English port and Halifax in winter and Quebec in summer. This enormous sum is to be paid to steamships which will have a large freight carrying capacity, and which will be provided with cold storage for meat and other perishable articles. This immense subsidy paid to a freight line will effectually destroy the chances of St. John obtaining any large freight business, especially as the government is prepared to carry freight over the Intercolonial from Quebec to Halifax for less than half the actual cost. Two years ago, Hon. G. E. Foster, speaking in the Mechanics' Institute, said, referring to our proposed harbor improvements and the fast line: "Get your harbor ready for this great service," and led his hearers to believe that the fast line steamships would come here. The people of this city, since then, have expended \$250,000 in providing terminal facilities for the service, and building wharves at which the largest steamships afloat could lie, and now we are rewarded for our pains by being told that the fast line is to go to Halifax. Men of St. John, who are not the slaves of party, what do you think of this? The government of Canada proposes to expend \$750,000 a year, or about \$15,000 a week, for the purpose of taking the trade to Halifax which properly belongs to this port. Such is to be the outcome of all our efforts to improve the position of this city, which would have been successful, but for the fact that the government of Canada, with its large resources, is fighting against us.

54. Canada has two principal Atlantic ports,—Halifax and St. John,—also two great railways to these ports—the Intercolonial and the Canadian Pacific. Including bridge charges, Halifax is the equivalent of 400 miles by rail, or an average of \$3 a ton freight, east of St. John,