

CHICNECTO POST AND BORDERER

SACKVILLE, N. B., NOV. 15th 1894.

SHIP RAILWAY TRADE.

The Montreal Gazette says:

"Capitalists do not seem to have sufficient faith in the Chicnecto scheme as a profitable commercial enterprise to 'complete the work without a heavy subsidy from Parliament, but we believe the amount asked is entirely out of proportion to any advantage likely to be reaped by the country.'"

We will endeavor to illustrate the case of the Ship Railway venture, in a manner to make it plain and home-like to the minds of the people.

Suppose that paper had received an order to print a large edition of a certain government report. Of this it would not be difficult for the Gazette to conceive. Suppose also, that the Gazette printed it at a large expense and put it in the hands of an exporter, who failed up with the work on his hands and delayed its completion beyond the time agreed upon. Suppose the government then said to the Gazette paper: "We have changed our opinion as to the value of that report. We now think it is of no value whatever, and to pay for it would therefore be an utter waste of public money, to which we, as an economical government cannot consent, you need not complete the binding, we refuse to pay for it. It is true you have always in former years exceeded the time, but in those cases we did not change our mind as to the value of it. In fact you ought to have sufficient faith in the scheme as a commercial enterprise to complete the work without a heavy vote from Parliament."

We now ask the Gazette, if it would consider it fair and honorable treatment on the part of the government to force the Chicnecto people to exchange a government grant for "faith" in the value of the work? Would it be slow in denouncing such treatment as an utter abandonment of principle and honor?

The Gazette also says:

"The commerce between Prince Edward Island and the Eastern States as well as with the Bay of Fundy ports has not grown in dimensions and is now served by railways."

The Gazette is correct that the trade between Bay of Fundy and P. E. Island ports has not grown; as a matter of fact as the Gazette ought to know it never had an existence—for want of the Ship Railway or Canal across Chicnecto. The trade to the Eastern States would be vastly increased, if the short cut across the Isthmus was made, shortening the distance to Boston by 300 miles. The assumption by the Gazette that the construction of railways in the Maritime Provinces has reduced the employment of vessels is not correct; railways only serve products that can stand certain freight charges, whereas water carriage is the ideal one for cheapness. Notwithstanding the great development of railway transportation, there is more sea tonnage now than ever. In 1883, the coastwise tonnage of the three Maritime Provinces was 3,875,871, 1893, 6,076,953. This shows an increase of about 90 per cent in ten years.

The more thoroughly the commercial merits of the Ship Ry. are tested by certain facts, the more thoroughly certain do its advantages appear.

We would like to hear further objections from the Gazette.

The new czar of Russia has issued

a proclamation, making himself known

at Nicholas 1st and stating his intention

of peacefully developing the power

of Russia and the welfare of his subjects.

Shall Sackville have a Y. M. C. A?

The question is now before the people

and the answer must come from them.

The scheme includes a reading room,

large, well lighted, and well equipped.

It includes a library, small doubles,

at first with room and power for

growth. It includes parlors where

young men may meet and harmlessly

enjoy innocent amusements. It includes

a lecture room where religious

and other services may be held, and

where lectures and addresses may be

given. And it includes a well equipped

gymnasium with a competent instructor.

It is not yet known that the

project will meet with favor. It rests

with the people. If the people wish,

land can be secured, buildings can

be erected and equipped, and the

association can be successfully conducted.

It will cost something but in other

places it has proved a good investment

and it is especially needed in Sackville.

It ought to receive the hearty support

of every good citizen.

—Wm. Seaman, M. D. who has been

practising at the Joggins Mines, has

taken up a practice in Philadelphia.

—Surg. Gen. Boyd has been at the

Depot House, Sussex, N. B., died on

Friday morning from blood poisoning

caused by a kick on the finger from a

horse received eight days before.

—At Bleakeney & Mann's saw mill,

Elgin, Albert county, Saturday, William

E. Dyar, a young man, was working

alone piling lumber on a platform

over a pond. He was not missed until

after dinner, when another workman

noticed that the platform had given away

and the lumber had fallen into the stream.

He got a pickaxe and began shoving

the logs into the stream, when to his horror

he saw a man's head among the logs.

Help was quickly called and young

Dyar was found lying face downward

in two feet of water. Life was extinct.

His family belong to Sussex and Mon-

mouth.

—Mr. Frank Hatheway and wife,

Mrs. E. S. Fisher, Judge Wells, of

Dorchester, and Hon. Geo. F. Hill, St.

Stephen, will leave in December on a

six months' visit to the Mediterranean,

North Africa and the south of Europe.

They will take the steamer direct from

New York to Gibraltar and thence they

will go to Algiers, where they will spend

some time. They will visit Rome and

other Italian cities, Athens and Constan-

tinople and likewise Serbia, Roumania

Bulgaria. It is also possible they will

visit Jerusalem, although it is not in-

cluded in their present programme.—St.

John Telegraph.

THE SHIP RAILWAY.

OPINIONS OF THE PRESS.

SUMMARY OF STATEMENTS BY THE PRESS, SHIPPERS, SHIP OWNERS AND OTHERS AS TO COMMERCIAL BENEFITS; EXTENSION OF TIME LIMIT, REQUIRED TO AVOID STIGMA ON CANADIAN CREDIT.

London Times, March 24th, 1894.

Without being able to bring to the subject the knowledge or judgment of an expert, I personally believe that the undertaking, backed as it is by the Dominion subsidy, will pay, and will do much to develop the great resources in coal, timber, building stone, fish and agricultural produce of the Gulf districts especially, for which better relations with the States will open up a very large market with New England, while the Bay of Fundy ports will be put in easy touch with the West. It will be a striking fact if the completion and successful operation of this Canadian undertaking prove definitely the advantage, as its promoters claim it will, of railway transportation for laden ships, since it cannot but prominently affect opinion in regard to other even more important points to commercial transit.

St. John Sun, July 16th, 1894.

Two-thirds of the outlay required for the whole undertaking has been made at the expense of the holders of the shares and bonds. Because of a financial panic in England they were unable to get the railway into operation at the time specified, and therefore the country has the technical right to say that the subsidy will not be paid when the Ship Railway is at work. But as was remarked the other day, it would be considered exceedingly sharp practice to use this technical advantage and deprive the people who in good faith have invested, of a chance to make their enterprise a success.

St. John Telegraph, July 17th, 1894.

The company is now appealing to the government, not for aid, but simply for an extension of time, to enable them to complete the work. To refuse it would be an outrage on the stockholders in England and would leave an indelible stigma on the good name and credit of Canada in the mother country. Monetary Times, Montreal, Aug. 3rd, 1894.

There seems to be no good reason for not giving the necessary time for the execution of the work. Shareholder, Aug. 10th, 1894.

We contend that if the government be justified in securing the original aid, it is equally justified in undertaking to approve of a renewal of the subsidy.

Empire.

Certainly the project had much to commend it when it was first mooted. It is meant to connect the Bay of Fundy with the Gulf of St. Lawrence, separated only by a narrow neck of land at this point. On Ship Railway, if practicable will make a short cut from the body of water to the other and obviate the long journey around Nova Scotia.

If this method of transporting vessels over land should be demonstrated as practicable no doubt the principle would be applied in other places, therefore engineers have watched the progress of the Chicnecto attempt with great attention. To force abandonment of the work now already expended, while its completion would show a great return. The promoters claim now to have secured the capital required for completing it, and are asking the Government to extend the time allowed for construction, so as to secure the privileges granted by Parliament. It would be better to complete the work now than so much has been spent on it.

Chatham News.

The company is ready to resume operations and asks for an extension of time. The Government cannot, it seems to us, reasonably refuse the request. To do so would be to take advantage of a mere technicality to escape a liability it deliberately assumed. No loss to anyone except the company has resulted from the delay in completing the work.

Montreal Herald, Aug. 14th.

Should the course be taken by the Government that is indicated by several of their leading organs, they will be struck at Canadian good faith that may be productive of most serious consequences. For our part we decline to believe that in this matter we are blind government being led by blind organs. The equity of the case of the Company is so clear.

Moncton Times, July 15th.

In view of the fact that the company has expended some \$3,000,000 in the work and the government has expended nothing and therefore lost nothing by the delay and the country has in no way received any damage by it, it would seem to be a very hard and unjust straining of the letter of the law, if the government took advantage of the delay to deprive the foreign stockholders of the benefits of the expenditure they have already made. We hope such is not the intention of the government. If so, it will tend to the discredit of Canada hereafter.

St. John Sun, July 15th.

Because of a financial panic in England they were unable to get the railway into operation at the time specified, and therefore the country has the technical right to say that the subsidy will not be paid when the ship railway is at work. But as was remarked the other day, it would be considered exceedingly sharp practice to use this technical advantage and deprive the people who in good faith have invested, of a chance to make their enterprise a success. If a contractor undertook to build a house for another party within a given time and should, for reasons beyond his control, fail to meet the date it would not be considered a fair thing to deprive him of all the labor and material he had invested in carrying the structure nearly to completion. But the government took no chances and is safe. The government is undoubtedly in a position to complete the work now that so much has been spent on it.

The Toronto Mail (Independent) of the 9th.

"As a great engineering enterprise it is not surprising that it should have aroused the earnest and eager attention of the scientific world. If it should be satisfactorily completed, it will be one of the wonders of the world, before which the Colossus of Rhodes, the great wall of China and the Leaning Tower of Pisa and all the rest of the seven eye-ops will have to lower their heads."

St. John Telegraph, Aug. 20th, 1894.

The Monetary Times says: "There seems to be no good reason for not giving necessary time for the execution of the work." The Toronto Empire says: "To force the abandonment of the work now would be to lose all the money already expended, while its completion would surely bring some return. It would be better to complete the work now that so much has been spent on it." The Toronto Mail (Independent) of the 9th says: "As a great engineering enterprise it is not surprising that it should have aroused the earnest and eager attention of the scientific world. If it should be satisfactorily completed, it will be one of the wonders of the world, before which the Colossus of Rhodes, the great wall of China and the Leaning Tower of Pisa and all the rest of the seven eye-ops will have to lower their heads."

Such a work would show that it

is our engineers after all who are the

conquerors of the world just as the

idea of making this wonderful railway

indicates that those engineers frequently

display the spirit of Alexander and

high for more worlds to conquer. An

advertisement of Canada it would be

unparalleled in the history of publicity

because it would not only be the first of

its kind, but the kind is so remarkable

that it could not fail to attract universal

attention." The Toronto Globe in argu-

ing some time since the question as to

the liability of Canada to the English

stockholders, said: "If we repudiate all

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