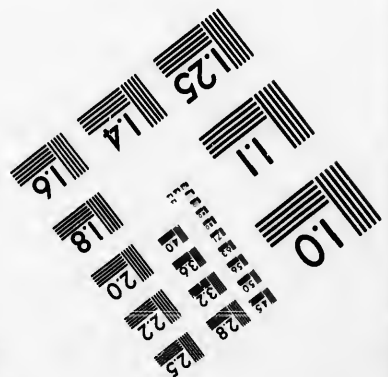
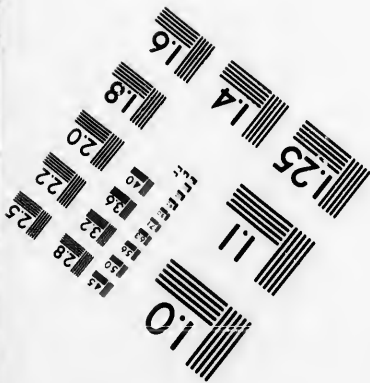
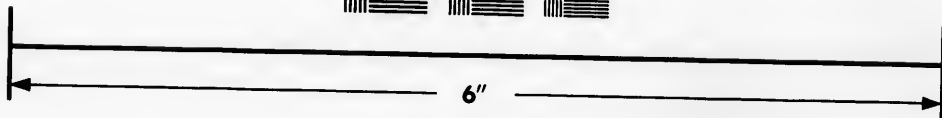
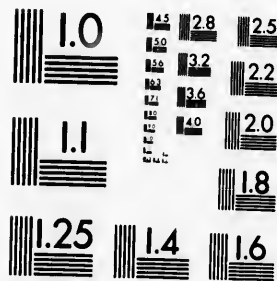


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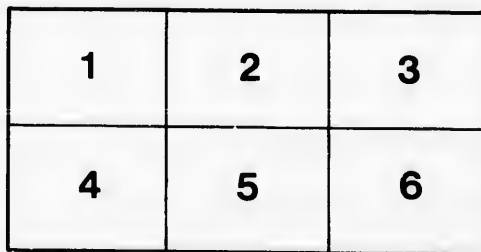
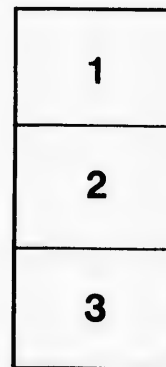
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2.
Please see page 28

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The following from the *Montreal Trade Bulletin* is so much to the point, we make room for it on a page usually left blank, after some copies have been printed and bound :

‘ THAT FAST SERVICE.—The offer to run a Canadian fast steamship service, which Mr. Mackenzie Bowell carried west in his pocket, not having materialized, the government have changed front, and have now given a contract to Mr. Huddart, who is in London making an attempt to sell it, or to form a company to carry it out. Whether any better success will attend this effort than has attended previous efforts in the same direction remains to be seen. But even if in the first instance successful, nothing but ultimate disaster can follow, seeing the scheme is as commercially impossible as the Chignecto ship railway, so often referred to in these columns. Considering the amount of substantial good that might be done to the shipping trade of the country by a judicious expenditure of \$500,000 per annum, it is lamentable to see so large an amount of good money thrown away in such a wild-cat adventure. Canadians can get a twenty-knot mail service almost every day in the week by United States, German and British steamships out of New York for nothing, and must continue to avail themselves of it to a large extent, even with a line of our own. What Canada does require is a 16 or 17 knot service by large freight carries to two or three or more British ports, and that desideratum could be obtained for the \$750,000 offered for the weekly service to one port. Canada may as well cease attempting to play frog to the United States bull, otherwise she will inevitably burst,

[St. John GLOBE, March 20.]

Mr. Huddart asks the Imperial government to contribute \$375,000 to his Atlantic and Pacific scheme. With this sum and a quarter of a million from Australia—if he can get it—and the Canadian \$750,000, Mr. Huddart has a pretty good foundation. But there appears to be a steadily growing feeling at Ottawa even among the Conservatives that the demand made upon Canada is entirely too heavy.

Parliamentary representatives, of almost every section of New Brunswick, must distinctly understand, that should they support the subsidizing of the Atlantic fast service and French lines, politically, they will have signed their own death warrants.

CANADIAN PROBABILITIES.

1. In a recent address of the Halifax Board of Trade to the Right Hon. J. S. D. Thompson and Sir Charles Hibbert Tupper, the Board claimed that their port was one of the most convenient ports on the North Atlantic for steamship and railway traffic to and from the interior of the Dominion.

2. The Ministers were reported to have endorsed this statement by saying: "As Halifax men they concurred in the memorial." The Premier believed the fast Atlantic line to be an accomplished fact, and intimated that negotiations would soon be completed for the establishment of the line.

3. From Montreal by Grand Trunk Railway to Portland is 293 miles; and from Montreal by Grand Trunk Railway and Intercolonial Railway to Halifax is 846 miles. By the Canadian Pacific Railway from Montreal to St. John is 481 miles, and to Halifax, including bridge charges, is equivalent to 881 miles. From Riviere du Loup via the in-part-completed St. John Valley Railway to St. John will be 312 miles, and to Halifax via the Intercolonial Railway is 566 miles. The Intercolonial Railway is now carrying freight from Quebec to Halifax at a dead loss. Through freight can never go, by existing railways, to Halifax excepting at an enormous loss to the Government, or to producers and consumers. When the neck of the Intercolonial Railway was broken, through the construction of the Short Line, it was understood that it (the Intercolonial) would thenceforth be operated as a local road.

4. As the fast Atlantic line, if established, is to cost the Dominion the interest at $3\frac{1}{2}$ per cent. on \$22,500,000,

and is to be followed, it is believed, by a French line to Halifax, at a probable cost of \$7,500,000; and as these lines, like the locating and running of the Intercolonial Railway—at an enormous loss—are almost exclusively for the benefit of Halifax and of a trio of politicians, and their following of a corporal's guard, it is high time that every section of the Dominion, more especially New Brunswick, should clearly understand the preposterous claims of the said trio, and of their favorite port, and their reprehensible methods of carrying out their plans, and should seek by every available means to defeat them.

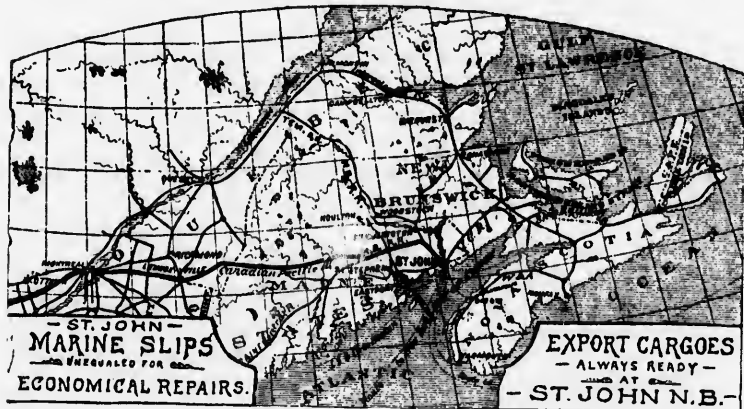
5. As far as the act of Union required, the Intercolonial Railway was completed when connection was made with Riviere du Loup, St. John and Halifax; but, as far as the said trio are concerned, it probably never will be finished as long as it can be made the means of raiding the treasury of the Dominion for political purposes.

6. For years Cape Breton had appealed in vain to its Local Government for railway facilities. These fruitless efforts would doubtless have continued to the present, had not the said trio seen in the proposed Oxford-New Glasgow-Sydney 250 mile railway and the duplicate Pictou branch an opportunity to secure, in connection therewith, from the Government chest an inexhaustible reptile fund.

7. This railway was started in 1882 as a *private* road, with the usual local subsidy. This subsidy was from time to time increased, Louisburg instead of Halifax was to be the port of call; but at a certain stage the mask was thrown off, the company was crowded out, the road was made a Government work, Louisburg, after serving as a decoy duck, was abandoned, Halifax was confirmed as the port of call, and Sydney, an ice-obstructed port, instead of Louisburg, an ever-open harbor, was made the terminus; and the Dominion was hoodwinked, beyond

Cape Breton's claims for local railway grants, out of \$10,000,000. The Government has, it is said, on the eve of another general election, ordered a survey in Cape Breton of an extension of this railway.

8. The *experiment* of a Marine Railway, which is to cost the Dominion the interest, for 20 years, on about \$5,500,000, and the \$5,000,000 or more expended by the Government on the 22 mile Digby and Annapolis railway link, was the work of some or all of the said trio, and the location of the Intercolonial Railway by the impracticable route chosen, which drove two honest Western men out of the Cabinet in disgust, was beyond doubt the work, to a large extent, of one of the said trio. In the matter of Government aid to railways, Nova Scotia should be debited with a large portion of the New Brunswick section of the Intercolonial.



9. From Liverpool by water to St. John, at 25 miles an hour, is 8 hours further than to Halifax, and at 40 miles an hour, from Halifax to St. John by rail, is 7 hours, a difference in favor of Halifax of one hour. The

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long repeated slander that St. John is an unsafe port is emphatically confuted by the annexed copy of a report of a committee of the Board of Trade, and by the fact that insurance is effected, via the Furness Steamship Line, from St. John to London—calling at Halifax—at four-tenths of one per cent., and would be only one-quarter of one per cent. on steamship lines running direct from St. John to London. These facts regarding the port of St. John and the above distances by rail from Montreal to the Atlantic ports of Portland, St. John and Halifax, and from Riviere du Loup to St. John and Halifax, show conclusively that the aforesaid memorial is lacking in the essential element of truth.

10. In proposing to have *small* steamers for the Atlantic service, mainly for passengers and mails, and that these steamers shall call at Halifax instead of at the furthest inland suitable Dominion Atlantic port, is, for several reasons, a radical departure from sound commercial principles, and is evidently the work of the said trio. (a) The United States fast Atlantic steamship lines are being continually increased in both size and speed, and are built to carry *freight* in quantity, as well as passengers and mails. (b) Such steamers, carrying, say 5,000 tons of freight, would, by calling at St. John, earn \$20,000 a double trip, a total gain in 52 trips of \$1,040,000 more than by calling at Halifax. (c) Halifax stands in its relation to St. John as Portland stands to New York. Fast steamship lines *without* subsidies, and on purely business principles, pass both Portland and Boston, and run to New York, their furthest inland port, for the reason that freight is often carried by ocean for one-tenth the rate by rail, and (d) as the time by rail and water to St. John is the same as by water, the further attempt to make Halifax the port of call will continue to force the carrying trade of the Dominion, as heretofore,

to foreign Atlantic ports, and will thereby jeopardize Confederation.

11. This plan of St. John will appear to best advantage under a magnifying glass. The water seen at the top is a portion of the Kennebecasis, a tributary of St. John River; that on the right is a part of Courtenay Bay; the water below the bridges is the harbor proper.



12. Since June last the writer has been corresponding with a Mr. Bonnell, of London, England, relative to the shipment of box shooks, handles and other small lumber. Mr. B., after receiving tenders from St. John for over one-third of a million of small box shooks, representing \$2,500 for lumber, at deal prices, and \$12,500 for labor, in a recent letter says he is doing business with some of the largest houses in the world that have been getting their box shooks from Sweden, and that they will be only too pleased to have their orders filled in St. John. And he adds, that there are fair prospects of all the

small mills in and around St. John being employed in this line. Here is evidence that, with proper attention, a large portion of the lumber trade of the Maritime Provinces, and also of the Valley of the St. Lawrence, with an outlet through St. John, for nearly seven months in the year, can be made to yield vastly more than ever before.

13. A day or two saved in the delivery of mails, in connection with this small lumber trade, is unimportant; but numerous steamship lines to Europe are indispensable, as this kind of lumber must go in small and frequent shipments. The agent of the Furness Line cannot at present quote rates from St. John to London beyond June next, but thinks that Mr. B.'s lumber can go via Boston or Halifax, at an advanced rate of \$2 a ton. Such an increase of freight may be fatal to this trade. The Furness Line, says the Press, will carry grain from St. John to London at 8s. 2d. per ton.

14. The fast Atlantic service and the proposed French line to Halifax should be dispensed with, under any circumstances, for five years, and, when started, New Brunswick and the West must insist, upon purely commercial principles, that they shall come to Canada's furthest suitable inland Atlantic port.

15. Because, as stated above, ocean freights are but one-tenth the rate of those by rail, the Government has at a cost of some \$5,000,000, deepened the St. Lawrence to Montreal, and yet, at the instigation of the said trio and their aforesaid corporal's guard, this sound policy is, on the Atlantic seaboard, reversed, and traffic is forced to Halifax, the equivalent of 400 miles by rail, or equal to the entire cost of water carriage from St. John to England, to artificially build up a port which, as experience shows, cannot successfully compete with foreign Atlantic ports.

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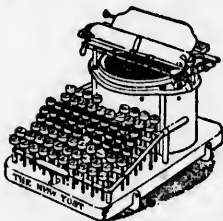
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Boston merchants' dinner of over a year ago; Governor Russell's address to the Legislature, and the press articles which immediately followed that dinner, however, clearly indicated that the Canadian Pacific Railway Company, through their president, who was present, gave that gathering distinctly to understand that it was their intention to carry most of the trade of the Dominion Northwest to and from Boston and the construction of a monster grain elevator by the Canadian Pacific Railway Company at that port, intensifies this conviction. A reporter of a local paper was told by an official of the Canadian Pacific Railway, more than a year ago, that his company could not bring Ottawa lumber to St. John for export, because the mileage was less to Portland and Boston. This greater mileage will apply as to the non-carriage of grain and other traffic, to any great extent, to and from St. John, by this road unless it be met by the herein proposed increased terminal facilities, and by low charges therefor, and by the establishment of fast freight steamship lines, of large capacity, direct to England.

17. The latest Canadian Pacific Railway map shows a line, nearly completed, from Winnipeg to Duluth, and thence, in United States territory, along the south shore of Lake Superior to its foot; and Co. has just completed another line from west of Manitoba to St. Paul, and thence inland south of Lake Superior, also to its foot. At St. Paul the Canadian Pacific Railway connects with several railway lines that run to Chicago. This map further shows a projected line from Sudbury along the shore of Georgian Bay and around the westerly end of Lake Ontario to Niagara Falls, where it will connect with a number of roads running to New York city. From the first this road has had its principal connections with Boston; all these connections with foreign ports and centres, show that unless something be done speedily, to rectify

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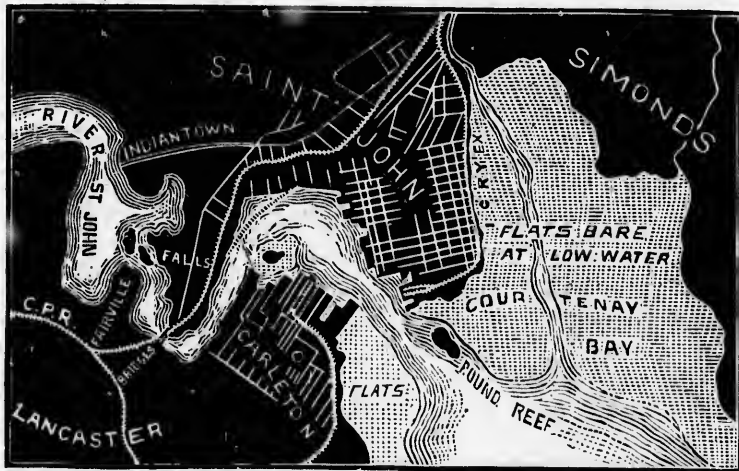
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the grievous mistakes made, the principal bond of Confederation, *i. e.*, the carrying trade of the dominion, will soon be hopelessly diverted. These disadvantages are aggravated by the fact that every ton of Canadian traffic that goes through the referred to foreign ports, helps to increase and support the number of fast Atlantic steamships that, under a recent arrangement, will, at an hour's notice, be drafted into the navy of the neighboring republic, and, peradventure, may some day be used, in conjunction with the purblind policy of Canada's rulers respecting the all-important subjects of the carrying trade, Atlantic ports and Atlantic steamship lines, to the serious disadvantage of the Dominion. With all these drawbacks, the bonds of the Dominion union are not what they should be, or what they may easily be made.



18. The British Pacific Railway, starting under the most favorable auspices, will run from the city of Victoria, say 650 miles eastward to Yellow Head Pass, on

the easterly boundary of British Columbia. This road is controlled by Chicago capitalists, and unless timely legislation be had, its traffic, like that of the Canadian Pacific Railway, will go mainly to and from foreign ports. A prairie section of about 600 miles would connect the British Pacific with the bankrupt Manitoba and Northwestern Railway that runs 330 miles to Winnipeg. Another line from Winnipeg—430 miles—to Port Arthur, has been chartered and to some extent subsidized. Chicago capitalists are also interested in this road, and its traffic, like that of the British Pacific, and the intervening sections are in danger of centering in foreign ports.

19. From Port Arthur to the Grand Trunk Railway at Lake Nepissing is about 600 miles. This section and the other two sections necessary to connect with the British Pacific, and all the other lines and works herein referred to, can be constructed without their, in the end, costing the Government one dollar: but they, on the contrary, will return to the Dominion, indirectly, two or three dollars for every dollar of aid received.

20. The diversion of Canadian trade, by the Canadian Pacific Railway to foreign ports, can be to a large extent counteracted by getting the Northern Pacific Railway or the Great Northern Railway (also a Pacific road) to connect with the St. Lawrence Valley via Port Arthur and Lake Nepissing, and, eventually, running direct to Montreal and Quebec city.

21. Twenty-seven years of Confederation have nearly passed, and, although the Government has spent many millions on the Intercolonial Railway, and propose to spend many millions more on the comparatively useless fast Atlantic and French lines, and have endowed our transcontinental railway as no other like work has been endowed, and yet all this, as shown above, is to but little purpose as regards the rapid development of the

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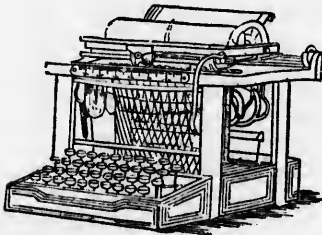
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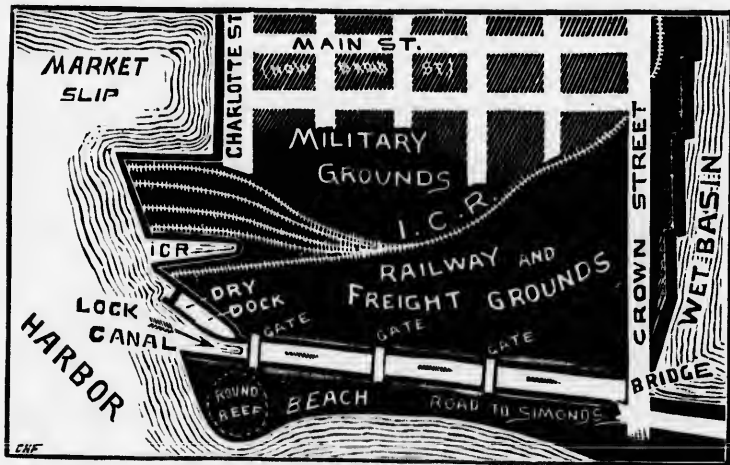
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natural resources of the Dominion and the binding of its several sections and interests together.

22. St. John has, with its recently constructed wharves and grain elevator, greatly improved terminal facilities; yet, looking to the necessities for North Atlantic Canadian port accommodation of one-half of this continent and also of Asia and Europe, especially for seven months in the year, there should be no time lost in increasing the harbor facilities of St. John by carrying out the proposed Courtenay Bay Dock plan. This bay covers about 1,000 acres.

23. This plan can be economically carried out, as nature has done very much to aid the work. And the accommodation will be so extensive that the charges can be kept down to less than one-half those of competing foreign ports and thereby offset the greater mileage to St. John.



24. The proposed initial improvements on this bay are an artificial beach or sea wall from Round Reef,

near the line of low water, with a cribwork on the inner side, capped with concrete, to the easterly shore of the bay. From the absence of destructive marine worms, this crib work will be imperishable. (b) A canal with two or more locks, from the harbor proper to the bay. (c) A large dry dock. (d) A 500 acre wet basin. (e) 100 acres of made railway lands. (f) Coal, coke, ore, stone, lumber, wood and cattle yards. (g) $3\frac{1}{2}$ miles of deep water enclosed wharf frontage. (h) warehouses and freight and ice sheds. (i) A long enclosed shore line for coarse and heavy manufacturing. (k) A roadway, over the sea wall to Simonds'. (l) A tram-conveyor for ice and other service, to Loch Lomond or the Kennebecasis. (m) A highway and railway bridge at Navy Island, to be owned in part by the city, the highway portion of which can be made FREE for foot passengers, without increasing the present burdens of the city, and the ferry can be abolished.

25. To ensure a paying traffic for these docks and other works, provision can be made at the outset, as a part of the plan, to aid the extensive development on, or in connection with, the docks, of (a) A large and permanent ice trade. The manufacturing or preparing of (b) small lumber; (c) fire kindlings of various kinds; (d) a variety of fertilizers, including farm plaster, crushed mussel rock, lime and sulphuric acid, etc. (e) The pulverizing and purifying of iron ores, to admit of their being shipped to England and elsewhere; (f) manganese; (g) hydraulic lime and Portland cement; (h) fire clay, fire brick, drain pipes, etc.; (i) coal, coke, tar pitch, and (k) a variety of other industries.

26. In the spring of 1888 the plan of the proposed docks was submitted to the then Engineer-in-Chief of the Dominion, and, on his recommendation, was sent to His Excellency the then Governor General-in-Council. At

the same time the Assistant Manager of the Grand Trunk Railway was interviewed, relative to the extension of their road to the Maritime Provinces, and he appeared to be much interested in information given as to the terminal facilities that could be had in St. John, especially of the overcoming, through a wet basin of the 25 feet tides and as to the obtaining of locomotive fuel at moderate rates, and an abundance of coal, coke, stone, fertilizers and other like return freights, in the vicinity of St. John—advantages not to be had at Portland and Boston.

27. The St. John Valley and Riviere du Loup Railway, which is to connect the Bay of Fundy with the St. Lawrence in about 312 miles, is the shortest all Canadian route between these waters, is in part constructed, while most of the remainder of the line has subsidies from both the Local and Dominion Governments, either granted or promised, and there is a balance of the Short Line subsidy, to the credit of the counties interested and of Nova Scotia and the West, that should be available for a branch road from near Upper Gagetown, on the St. John, to Moncton. This railway and branch are a necessity for the development of the hereinafter referred to coal fields and the extensive development of this interest, is a necessity to this railway and the proposed docks, and to the Valley of the St. Lawrence.

28. Both Ontario and Quebec may further supplement their supply of fuel by compressing, through the use of tar pitch, coal dust, peat, sawdust and pulverized refuse wood and bark of all kinds and other combustible substances.

29. The improved process of purifying crushed iron ores makes it now possible for many sections of Canada to export their ores largely to England and other iron centres at a profit.

30. As regards the Prince Edward Island railway crossing; the process by which sea walls and barrier beaches are formed; the recovery from the sea of a large portion of Holland; the results that have followed the construction of the Mississippi and Cape May jetties, all go to show that before ten or twelve million dollars shall be given for a tunnel, the feasibility of establishing a *ferry*, between roadways, running out say two miles from the shores, should be carefully enquired into. Such a ferry, carrying railway trains, is in successful operation at the Straits of Mackinaw. The saving to the Government of the subsidies now paid for the summer steamboat line, and the Stanley and ice boat services, will go far toward meeting the cost of the proposed roadways and ferry.

31. A railway from Windsor via Maitland and Truro to some point on the Oxford-New Glasgow road, is very much needed; and the reopening of the Shubenacadie Canal, from the Basin of Minas to the harbor of Halifax and Dartmouth, would be of very great service to a large portion of Nova Scotia. This canal, by serving as a wet basin, would mitigate the existing dangers of navigating the south-easterly head of the Bay of Fundy, and would facilitate the development of many natural resources, now comparatively inaccessible. There are serious engineering difficulties to be encountered in the re-opening of this canal, but they can, it is believed, be overcome at moderate cost, while the new industries that will be opened, and the stimulating of others will doubtless warrant the Government aid that will be requisite therefore.

32. The coal, coke, dock, manufacturing and mining interests proposed for New Brunswick, as have been carefully estimated, will give employment directly to not less than 10,000 hands, who in turn, as evidenced in the adjoining Republic, will indirectly give work to twice that

number. But taking the latter as only the same as the former, this would make 20,000 employed, representing a population of 100,000, of a class that will contribute to the revenue of the Dominion yearly \$10 a head, or the interest at $3\frac{1}{2}$ per cent. on \$30,000,000 ; of which New Brunswick would, as head money, receive the interest at 4 per cent. on \$2,000,000.

33. Out of the large iron, rail, steamship, oil and other industries that may be established in the Maritime Provinces, the St. Lawrence Valley, the Northwest and British Columbia, there naturally would spring up many kindred works, now but feebly, if at all, represented, which, with increased markets, and better prices for farm and other products will result in an increase of population, say within ten years, the period that may be stipulated for the completion of the railways and other works named, that will ensure to the Government the interest on \$100,000,000.

34. The conflict in the United States between the questions of high and low tariffs that has so greatly unsettled the manufacturing and trade and commerce interests there, to all appearance may continue for some years, in which case, Canadians will continue, as they are now doing, to return home from that country in great numbers ; especially will this be the case if by prompt and far-seeing legislation the proposed works and industries are provided for. A healthful railway competition from the Northwest to both the Atlantic and Pacific seaboard of Canada is indispensable, and this alone will give a great impetus to immigration, with lessened government expenditure, and this influx of population will diminish the required expenditure for militia and other services, which, with the saving under the head of immigration, may represent the interest on \$10,000,000.

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35. The estimated assistance required from the Dominion for the proposed railways, for harbors on James' Bay, the Pacific, the Atlantic, and at Montreal, for the Quebec tunnel, the roadways and ferry to Prince Edward Island, and for the Shubenacadie canal and wet basin, is put at \$40,000,000, payable, to a large extent, as guaranteed interest. The amount may be virtually reduced, at the outset, to say \$14,000,000 by abandoning the fast Atlantic and French line services which would be mainly, as is the investment in the Intercolonial Railway, of sectional interest only; while the works herein proposed will be dominion wide in their bearing and beneficial effects. To encourage the construction of steel steamships, and indirectly the iron industry, \$1,000,000 might be set apart yearly for ten years. In no case should the Government commit itself to grants for the proposed work, until it is made to appear, beyond question, that not less than twice the amount of the grants given, will be indirectly returned to the Government.

36. The recent financial upheavals in the neighboring Republic; in Australia; in India; in South America; in England, and the almost bankrupt condition of nearly every European power, and the present stable financial position of Canada, make the present a most favorable time to appeal for the foreign capital required for the works and industries herein referred to. From the nature of the responses received by the writer from the representatives of capitalists on both sides of the Atlantic, and also from prominent railway companies, he has no doubt but that on the providing, by the Government, of the necessary legislation, and the granting of reasonable concessions, the required additional capital will be immediately forth-coming.

37. Under confederation New Brunswick has been continuously between the *upper and nether mill stone.* (a)

At the outset she was deprived of her rights as to her having the natural principal Atlantic port of the Dominion. (b) Many of her shoe and other factories were closed by the competition of the larger establishments of Ontario and Quebec. (c) A large portion of her import trade was diverted to the more extensive houses of the provinces just mentioned. (d) The Intercolonial railway was located on notoriously unsound principles, inflicting a crushing blow on the best settled portions of the province and involving a dead loss of nearly \$5,000,000 from its non-paying character; and the indirect loss of having to supply, at a cost of \$4,000,000, railways in the valley of the St. John, and branches thereof, which would not have been the case, had the Government road been located in this valley as it should have been. (e) Prior to the union, the population of New Brunswick increased at the rate of 45,000 to 50,000 every decade; of late there has been a decrease of population. St. John, the principal city and Atlantic port of this province, has lost 4,000 of its population—which is less than 45,000—in twenty years, whereas with proper treatment, it would have now been 100,000. (f) In consequence of this unjust treatment the real estate of New Brunswick has decreased in value over \$30,000,000, and there has been (g) at least a like loss on trade and commerce. (h) Through the wrongful discriminations of the Intercolonial and Canadian Pacific railways New Brunswick receives no return for the \$5,000,000 contributed by her toward the canals, now almost free, and (i) she has contributed toward the \$3,333,000 given to the Quebec harbor (virtually a grant), and the \$5,000,000 expended for deepening the St. Lawrence, in the interest of the harbor of Montreal, and toward the dry docks of Halifax, Quebec, Kingston and British Columbia, \$1,000,000, for which she has had no equivalent—a loss of \$74,000,000 or nearly \$3,000,000 yearly. St.

John has been offered a Government harbor loan which was to be a *first* charge on the revenue: in the case of Quebec, their harbor loan was made a *last* charge on the income, which arrangement has in effect made this loan a *grant*.

38. The vicinity of Quebec city, is the greatest lumber centre of the northeasterly half of this continent, and, with the St. John Valley Railway, properly constructed, St. John will be the most advantageous port for shipping St. Lawrence lumber to the Atlantic coast of the United States and to the West Indies, South America and Europe for nearly seven months in the year, and to some of the centres referred to, at all seasons. The Intercolonial Railway carries from 250 to 350 tons of freight per train. The Pennsylvania Railway carries 3,000 tons of coal per train, and the St. John Valley Railway should carry 1,000 tons of coal, coke or lumber per train.

39. A railway crossing of the St. Lawrence at or near Quebec has long been agitated. The latest bridge planned for that point has the fatal defect of being too low by 70 feet to clear large shipping, and with this defect, it will cost \$9,000,000 or \$10,000,000, or double the cost of a tunnel. The tunnel will have the further advantage of giving to mechanics and laborers very much more employment during construction than will the bridge.

40. The St. John Valley and Riviere du Loup Railway and the Moncton branch, together with the Quebec tunnel and the Courtenay Bay docks, will form a fitting easterly terminus of Canada's second Atlantic and Pacific railroad, which, as a whole, must, unlike the Canadian Pacific and Grand Trunk Railways, be required to carry its principal traffic to and from Dominion ports; and if Canada is to develop an extensive iron industry, this road must, to a large extent, be laid with home-made rails.

41. New Brunswick has a coal formation of 10,000 square miles, over which, in all directions, a 20-inch seam of coal, laying flat, and near the surface, crops out or has been opened. If but one acre in thirty of this area has workable coal, the yield will be 1,000,000,000 tons, or a supply of 5,000,000 tons yearly for 200 years: it is probable, however, that this quantity is greatly exceeded. Like most of the other natural resources of this Province, this invaluable coal bed has been shamefully neglected, misunderstood and misrepresented. Notwithstanding the thickness of the seam, this coal can be mined in the usual way for not exceeding \$1.25 a ton; and, with heavy machinery now available, it can be "stripped" over large areas at one-half the cost of mining the thick coal beds of Nova Scotia. This surface coal has the further advantage of being 40 to 60 cents a ton, by rail, nearer the Valley of the St. Lawrence, that has no coal deposits, than are the most westerly coal fields of Nova Scotia. As this surface coal is exceedingly rich in tar, it has 20 per cent. more heating power than most all other coals; and it is also superior for steam and forge use, and for coking and pressing and for the production of tar pitch. Many of the gas companies of the United States are making from every ton of coal carbonized by them \$1.70 from the tar and ammonia produced. By utilizing these by-products in part only, coke can be made out of this surface coal at a cost of not exceeding \$1.25 a ton.

42. Ten and one-half pounds of tar has the same heating power as 22 pounds of coke; oven-made coke, ton for ton, has all the heating power of anthracite coal, and this coal, for smelting and domestic and some other purposes, is inferior to oven coke. Europe produces 1,000,000 tons of tar pitch per annum, which is used mainly in pressing small and tender coal. France presses 24,000,000 tons of coal yearly. The oil hereinafter referred to has the same heating power as tar.

43. Five years ago a representative of New York capitalists, at the head of his profession, had under consideration the plans of the Courtenay Bay docks, and reported that, in his opinion, with reasonable concessions from the city and the Government, moneyed men would readily take up therewith, and a similar report came from London. The time, however, had not then come to commence work; but now that it can be shown that these docks are a necessity to Canada and that these works and the St. John Valley and Riviere du Loup Railway, in connection with the extensive development of the New Brunswick coal fields, together with the other proposed industries, will return to a company a fair interest on their investment, and to the Dominion and Local and Civic Governments, indirectly, many fold the amount of the concessions that may be made thereto, their construction cannot be longer delayed without serious loss to Canada as a whole.

44. A wail of distress runs through the recent reports of the Ontario Government, which in substance is about as follows: "Our agricultural lands are limited to the small area between the lakes, and are fully occupied. As to husbandry, we can, with difficulty, in future hold our own. Our lumber is being rapidly exhausted, and we will soon lose the revenue derived therefrom. The greater part of our lands, although unfit for farming, are to a large extent rich in minerals, especially of iron and nickel, but we have no coal deposits, and are dependent on the distant coal fields of Nova Scotia and those of a foreign power, which, without notice, may at any time advance prices to prohibitory rates. To some extent we may export our ores, but no country that exports its raw material can prosper."

45. The Province of Quebec, as to its limited area of agricultural lands, the rapid exhaustion of its lumber, its

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having abundant supplies of iron and other ores, and its lack of coal deposits, is in the same condition as Ontario.

46. In the valleys of the Athabasca and Mackenzie, Canada has probably the largest oil field in the world: it has not yet been tested by boring, to any extent, but an immense bed of asphalt and numerous tar springs, and the saturation of lofty sandstone cliffs with oil, go to show that exhaustless supplies of petroleum will be found there, which, by water and rail and pipe lines, can be brought to Ontario and Quebec for *fuel* and other purposes. It also can be sent via Hudson Bay to Europe, and through British Columbia to Japan and China, etc. Shanghai is 22,000 miles from New York, an oil centre, by water, while it is only 4,000 miles from British Columbia. Millions of capital can be profitably employed in the development of this oil field, and this capital can be readily obtained in connection with the construction of the proposed railways, etc.

47. Both England and the United States obtained their position as the greatest iron producing countries through excessive *protection*. The last mentioned country required some of their foremost railway companies to lay their roads with home made rails. Canada, therefore, cannot expect, whatever party be in power, to do anything of importance in these lines, without a duty on steel rails of say \$8 a ton, which, with the present bounty on pig iron, should run for ten years. The recent reports of the Ontario Government apparently favors protection, in this industry, to the extent named. A substantial bounty, as suggested above, should also be given on Canadian built nickelated steel steamships, which should be used as semi-naval vessels of the Dominion.

48. A Pittsburg expert has estimated that with United States coke at \$4.50 a ton, iron can be made in Ontario for \$13.22 a ton, Ontario can obtain coke from New

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Brunswick, on the completion of the St. John Valley Railway, at not exceeding \$3.75 a ton; this saving on fuel, together with the lessened expense on a much larger output than the referred to expert counted upon, should bring the cost of iron in Ontario down to not exceeding \$11.75. New Brunswick coke need not cost over \$3.25 a ton at Quebec. To obtain this coke at the lowest price, the provinces and large railways more especially interested, would need to hold moderate amounts of stock in the coal and coke works.

49. CAPITAL AND LABOR. — The frequency and increasing magnitude of "labor strikes" shows the necessity for the speedy adoption of some plan whereby such conflicts between capital and labor can be altogether avoided or greatly mitigated. The writer has submitted such a plan to the railway companies and capitalists referred to. The plan is akin to co-operation — simple in its working — and under it the humblest employe in a coal mine, or other department, could share, to some extent, in the proprietorship of the interest concerned.

TOPEKA, KANSAS, March 3rd. — At a meeting of the Farmers' Alliance in this city, yesterday afternoon, the following resolution, which was submitted to every Alliance in the State, was adopted: *Resolved*, That the time has arrived in the history of the Republic when we need a new constitution and a new national co-operative system of industry that shall furnish remunerative employment to every able-bodied citizen.

50. A French steamship line to Halifax, throughout the year, is a part, and probably the principal part, of the French treaty game. *This game*: the fast Atlantic line game; the Oxford-Sydney railway game; the locating of the Intercolonial on the equivalent of the three sides of a square game; the permitting of our transcontinental railway to carry its traffic mainly to and from foreign ports, and foreign semi-naval fleets game; the promised gift, of eight years' standing, of the St. John-Halifax section of the Intercolonial and the Cantilever Bridge to the Canadian Pacific game; the Onderdonk contract game; the

Bishop's circular *game*; and many other equally disreputable *games*, that have made Canada, politically, a stench in the nostrils of two worlds, originated, for the major part, with the said trio, some or all of them, or, in other words, in T. T. T. ism, to the one end; *i. e.*, the giving thereto a grip on Canada that is as remorseless and deadly as are those of the boa constrictor and the octopus, with the persistent, ruinous and futile endeavor to force the carrying trade of the Dominion out of its natural home channels, with enormous, direct and astounding and irreparable indirect losses to the whole of Canada. As an outcome of this T. T. T. ism, there is in the Dominion political atmosphere a miasma, in her blood a virus, and under all, a disquietude that none but statesmen, far-seeing, honest statesmen, can correct and control. And, moreover, there is in this ism, especially in its junior representative, such an insufferable spirit of dictation and pomposity as would over-balance the mind of and stagger an ordinary czar. "Some men are born great, others have greatness thrust upon them," this trio have *achieved* greatness, but it has been at an incalculable loss to the Dominion, especially to New Brunswick, in diverted trade, in non-development of natural resources, in loss of, or non-increase of population, in lessened or non-improved value of farm, town city and other property, and in money wrongfully taken from the treasury.

51. The meekness with which New Brunswick has endured the upper and nether mill stone experience; or changing the figure, the being tied hand and foot and robbed right and left, is no criterion as to the spirit she may hereafter exhibit. The New Brunswicker—the genuine New Brunswicker, is a blood relation of a feeble band, who, in recent times, founded one of the greatest nations on earth. Their spirit survives in the New Brunswicker

and only slumbers—it's not dead, won't die, *can't* die, it's IMMORTAL. The surviving politicians who are responsible for the present critical position of Canada—the grandest inheritance the good God ever gave to a like population, since the confounding of tongues, and who have ruined New Brunswick, must rectify the wrong done, or they will be met at the hustings, in the homes and in the market places of the Dominion with a record of their long-continued maladministration and its disastrous consequences.

52. The Boards of Trade and the representatives in Parliament of the Dominion, especially of Ontario and New Brunswick, are requested to note particularly that while, for the reasons above given, the proposed English and French lines will be almost exclusively of *local* benefit, yet the capitalized cost thereof to Ontario will be \$14,000,000; and to New Brunswick, in addition to further dispoiling her of her birthright, as regards the Atlantic port, \$2,000,000, over and above the \$74,000,000 already named. And to all other disinterested sections the losses will be proportionate to those of the two provinces referred to. And if this kind of legislation is to be continued, all concerned are asked where, in a few years, will there be a *shadow of a bond of union* under Confederation.

St. John, says a correspondent in a recent *Montreal Witness*, for many years after confederation, gained no benefit from it, all the favors of government being showered on Halifax. Time has proved that Halifax is of no commercial use to the western provinces, and never can be. With St. John the case is different, it is nearer Montreal, the present hub of the Dominion, by 300 miles. Freight to St. John or from it, should not cost more than from New York or Boston or this city, or at least the C. P. R. could make it so. Trade follows the flag. When our importers can buy at St. John as cheap as they can at New York or Boston, and the staff will cost no more to haul here, St. John will get the preference. Foster the growth of St. John by encouraging its trade with the West Indies, and St. John, instead of shipping gold to pay for its imports, will commence to ship Canadian manufactures and produce, whatever would sell well, and in this way many Ontario towns would benefit by the growth of St. John's trade. What benefit accrues to Ontario from doing its trade through New York? It is only able to import a little cheaper; it cannot export at all that way, certainly not its manufactures.

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,

while the cost of water carriage, properly provided for to England, will be the same to and from both ports.

55. Before the Intercolonial was definitely located, Sir Charles Tupper and Sir Leonard Tilley, as has all these years been reported, without contradiction, invested in an extensive wharf or water front property at Saint Andrews, an excellent harbor a little west of St. John. Here is evidence that Sir Charles believes that the principal Atlantic port of Canada is on the northerly shore of the Bay of Fundy, and the true route of the Intercolonial was via the valley of the St. John; yet contrary to his judgement and his conscience, and the best interest of Canada, he and other Nova Scotia representatives, left no stone unturned in ultimately carrying the government road as far away as possible from this natural port and route, in a round about way to Halifax, by which route it has not, and never can, pay one dollar on its cost; while by the valley route it would have been a good investment. This loss of interest, however, is as nothing compared with the astounding indirect loss occasioned by this consummit folly and wrong doing.

56. The fast Atlantic service and French line to Halifax will be exact counterparts of the faultly located Intercolonial, and these lines must suffer for all time from this needless 400 miles of rail carriage, exactly as the government road does, and with the same inconceivable indirect loss, in many ways, to the entire Dominion.

57. Sir Charles in supporting an 100 million subsidy to the Canadian Pacific, while leaving it forever free to sap the foundations of the Dominion by carrying its principal traffic to and from foreign ports and foreign semi-naval steamship lines, demonstrated that he is not to be trusted in matters of vital importance to Canada, especially when the interest of his province, or his own personal interests are concerned.

58. The manner in which the Oxford-Sydney railway and the duplicate Pictou Branch were manipulated, shows that Sir Charles, Sir Charles Hibbert and the present premier, are not at all particular how their ends are attained, therefore Canadians everywhere, west and north of the Bay of Fundy, must *wake up in time* or directly they will discover that, while they have been napping, confederation will have lost every bond.

59. The doubt, that so generally prevails, as to whether the government or a semi-foreign railway corporation, rules Canada, ought to be set at rest. The first step to this end will be to ascertain the whereabouts of a certain lot of stock of that company. As we recollect the first report of the Canadian Pacific to the government, on their issued stock, the first name was D. M., for say, 300 shares; then D. M. & Co., say 300 shares; then followed about ten names for varying amounts; and last of all, strange to say D. M. closed the list with the astounding amount of say, 8,300 shares, or about one-third of the 25 million dollars said to have been distributed *free* of charge on the formation of the company.

60. No time should be lost by local governments, boards of trades and labor and other organizations and electors generally, and the press throughout the Dominion, in protesting, with all the force they can command, against the subsidizing of the said steamships for at least five years, and that if subsidized at all, they shall be required to run to the *natural* Atlantic port of Canada.

Canadians, especially *electors*, should *study* CANADIAN PROBABILITIES, and send copies thereof to their correspondents and relatives abroad. For free distribution, it can be had in lots of ten or more, on application to the author, at *half price*.

(DAILY TELEGRAPH, March 5.)

THE ELEVATOR.—“There will not likely be any more grain shipped through this port this season. The Carleton elevator has been practically closed up.” This elevator, the wharf on which it stands, and an \$80,000 branch railway were virtually a gift by the city to the Canadian Pacific Railway Company.

(Dispatch to DAILY TELEGRAPH.)

MONTREAL, Jan. 30.—The annual meeting of the Board of Trade, this afternoon, passed a resolution instructing the Council of the Board to press upon the Dominion Government the advisability of freeing the St. Lawrence Canal from the present tolls, and to give assistance to the Montreal harbor works.

(Telegram to HALIFAX CHRONICAL.)

OTTAWA, Jan. 30.—Sir Hibbert Tupper informed one of the government parliamentary supporters today that he intended to make a fight on the ratification of the French treaty at the coming session, but his language and tone indicated that some of his colleagues are still opposed to the treaty.

The steamer “City of Lincoln” whose Captain had never been in this port before, recently (mid-winter) came up the Bay of Fundy to the mouth of the harbor *without a pilot.*

Extract from Board of Trade Committee's Report on the Bay of Fundy and Harbor of St. John, N. B.:

As an evidence of the opinion entertained by underwriters of the safety of the navigation of the Bay of Fundy, we are authorized in saying that the agents in St. John for marine insurance companies are taking risks from St. John *direct* to Europe at the same rate of premium as from Halifax, Nova Scotia, and from Boston and Portland, thus minimizing the dangers of the Bay, which have been made such a handle of by parties who are interested in disparaging the character of our port.

Your committee would now call attention to the

ADAPTABILITY OF THE PORT

of St. John for handling a large portion of the traffic which, as expected, will soon come over the Canadian Pacific Railway on the completion of the so-called

Megantic or Short Line Railway, and which will seek a place of shipment at an Atlantic port, in the Dominion of Canada, from the shortness of the distance to be navigated between the last port of departure in Ireland, and St. John. The sailing distance

From Merville to Halifax is	2,338 miles.
From Merville to St. John	2,538 "
From Merville to Portland, Me.	2,617 "

Taking into account the distance of railway travel between St. John and Halifax (276 miles) to reach St. John as a common centre of departure for the west by way of the Short Line Railway, and the difference in distance between St. John and Portland, Me. (about 80 miles), we think we are justified in claiming that St. John has the advantage. The harbor of St. John can even now accommodate steamers of the largest class, on both sides of the harbor, and the depth of water can be largely increased by dredging, which can be done at comparatively small expense. Steamers drawing and paying pilotage on 27 feet draft of water are loaded in the harbor of St. John, and man-of-war vessels, drawing 27½ feet, have entered and left the harbor with ease.

The coast all along from the entrance of the Bay of Fundy to the harbor of St. John is so thoroughly protected by fog whistles, automatic whistling buoys, and lighthouses, that it must proceed from the greatest carelessness or unseaworthiness (unless in very exceptional cases) that a vessel should go ashore or even touch bottom. From the entrance to the Bay of Fundy at Machias Seal Island by way of the north or west channel, and at Briar Island, on the south channel, to the harbor of St. John, vessels do not lose the sound of one fog whistle or automatic buoy until they catch the sound of another, and the soundings by the lead are so regular and the anchorage so good, especially at the entrance of St. John harbor, that danger is reduced to a minimum, even in the thickest weather. Pilots state that they dread more to enter Boston or Portland or Halifax harbors during a fog than they do St. John, and vessels bound to New York, Boston and Portland have sometimes to lie longer on side those harbors for tide than at St. John, and when foggy weather prevails it is generally as dense (if not more so) at Portland and along the coast of the State of Maine as it is in the Bay of Fundy. In winter, fogs are very rare. They are more frequent in the months of June, July and August, but seldom continue so thick for days in succession as to preclude seeing land in the Bay, and neither fog nor snow prove a bar or delay to steam vessels, the navigation of the Bay being so simple—there being no treacherous shoals or rocks in the way from the mouth of the Bay to the port of St. John. We may instance the steamers of the International Steamship Company, which have plied between St. John and the port of Boston for a period extending over a quarter of a century, making three and four trips per week, each way, for part of the year, and two trips, each way, per week in winter, carrying an immense number of passengers and very large quantities of freight, and never lost a single life in all that time on that route. During the past thirty years passenger steamers have been running between St. John and the western part of Nova Scotia, and during all that time not one was lost, thus proving that neither fog or snow interfere with steam vessels in their passage to or from the harbor of St. John, where proper care is taken.

IN THE MATTER OF ICE

in winter, your committee may confidently assert that there is not a port north of Cape Hatteras so entirely free from ice as St. John is. The ice which forms on St. John River and its tributaries terminates at the Narrows, some three miles above the falls, which are situated about a mile above St. John harbor, and is completely debarred from escaping in the harbor by these narrows, so

that there is no shell or anchor ice in the harbor in fall or winter, and in the spring the thick, heavy ice of the river is thoroughly rotted before breaking up and coming through the falls; and as to the formation of ice *within* the harbor, it is impossible, owing to the great rise and fall of tide. Again, there is never any field ice in the Bay below this port. This can hardly be said of any other port on the coast north of Baltimore; in fact, there is *no port* north of Baltimore, including Philadelphia, New York, Boston, Portland and Halifax, that have not been frozen over, and had vessels cut out of the ice in them, *except St. John*. Shipmasters and owners of vessels, therefore, may be fully assured that no damage can be sustained from river, harbor or bay ice, in navigating the Bay or Fundy, or in the harbor of St. John. Under the accumulation of evidence which your committee have been enabled to place before the Board, they feel that they

MAY SAFELY ASSUME:

1st.—That the navigation of the Bay of Fundy, from its mouth to St. John, is remarkably simple and free, whether by the south or west channels; so much so, that pilots prefer making the port of St. John in bad weather to any other port on the coast.

2nd.—That the fog or cold vapor never occasions delay of steam vessels in *summer or winter*, and that there is never the slightest obstruction from ice.

3rd.—That Atlantic steamships need make but one straight course from their regular track to Portland and Boston up the Bay of Fundy to St. John.

4th.—That the south channel, opening into the Bay, is 13 miles in width at the narrowest part, expanding rapidly to 35 or 40 miles of unobstructed deep water navigation, which holds good all the way up the Bay to the mouth of St. John harbor, where superior holding ground can be found, or giving clear sea room, of say 35 by 50 miles, to a stranger who might not feel confidence to enter our port in a storm.

5th.—That both the largest war and merchant ships have visited our harbor, excepting the "Great Eastern," and that she could easily be accommodated.

6th.—That the port of St. John, in so far as navigation is concerned, is not only "*one of the safest*," but actually **THE SAFEST PORT**, summer and winter, all the year round, north of Cape Hatteras.

And your committee cannot see that any valid reason can be given for St. John being deprived of being made a terminal port for the transmission of mails, passengers and freight, both to and from the western part of the Dominion of Canada, as well as to and from the Province of Quebec, for, on the completion of the gap in railroad communication now existing between Edmundston, in this province, and the Intercolonial Railroad, at River du Loup and River Ouelle, the traffic in winter time from Quebec will naturally seek an outlet at St. John, it being the nearest and most accessible open port in Canada.

And these facts should, in the opinion of your committee, weigh very forcibly with the Dominion Government in deciding to award that the British mail steamers shall be contracted with to run, after the completion of the Megantic or Short Line Railway, *at least alternately, if not altogether direct, between Great Britain and the port of St. John.*

Respectfully submitted,

R. CRUIKSHANK,
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St. John, Jan. 26th, 1887.

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SUPPLEMENT CANADIAN PROBABILITIES.

Canada ever since the union has been cursed with a duplicate or bastard government, located in three countries, south and east of the head of the Bay of Fundy. This bastard affair has been the prolific parent of most of the wild cat schemes which, directly or indirectly have cost the Dominion hundreds of millions.

At a certain stage, Sir Charles Tupper, having gone back on his referred to wharf purchase, appears to have thrown all his weight in favor of locating the I. C. R. by a route virtually 400 miles longer than it should have been. Seeing further resistance was vain, Messrs. Brown and MacDougald left the government in disgust, with the wail, "We have thrown forty millions into the sea." The I. C. R. has cost directly, including loss in operating, sixty millions. The indirect loss must, in various ways, be twenty fold more.

More than any other ten men Sir Charles is responsible for the astounding blunder, or wilful wrong, of allowing the C. P. R. to run its principal traffic, for all time, by every avenue it can control or invent, *to and from foreign ports and foreign semi-naval steamship lines*. Sir Charles and our bastard government are also responsible for the ten millions virtually purloined from the government chest, in connection with the Oxford-Sydney Railway and *duplicate* Pictou Branch. The late Hon. Isaac Burpee, about ten years ago, said it was arranged that the government would acquire the railway bridge here and *donate* it, together with the St. John-Halifax section of the I. C. R., to the C. P. R. As Sir Charles was minister of railways about that time he doubtless knew all about this matter, as also about Lord Mount Stephens' letter to the government of about the date alluded to, which stated that his company would not favor any port but Halifax for the Atlantic service.

Passing over the Marine Ry. and other minor wild cat schemes for which Sir Charles and our bastard government are responsible, we are face to face with two more schemes of transcendent importance to the Dominion, *i. e.* the Atlantic Service and the French Line; lines that as they must encounter the needless 400 miles of rail carriage, west of Halifax, which wrecked the I. C. R., and must also wreck them. "What we do want," says the *Montreal Trade Bulletin*, "is not this fast service, but several fast freight lines to different ports.

Halifax as a port stands in its relations to St. John as Portland stands to New York, and the congressman who would propose that his government should give the interest on twenty-five millions for a fast English and a French line to Portland. would be hissed down as an idiot or knave, and politically would be buried with the burial of an ass.

BRUIKSHANK,
BRE CUSHING,
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"As regards snow and fog," says Mr. S. Schofield, "of course both ports are liable to some, and it is quite true to state that St. John is troubled as little with both as Halifax. There is this difference in favor of St. John, viz. : That while neither snow nor fog would hinder or delay an ocean steamer from entering the St. John harbor, the very reverse is the case at Halifax, the entrance to which harbor is so dangerous that except in clear weather, and even mail steamers have been thus detained outside of Halifax for three or four days, which is an unknown occurrence at St. John."

"If we look to England for guidance in this matter, we find that while the fast mail steamers call off Queenstown and Moville to land their mails and a few passengers for Ireland in tenders, they then proceed with their cargoes and the great majority of their passengers to Liverpool, which occupies precisely the same position in England that St. John does in Canada, in regard to the freight and passenger business."

"In estimating the probabilities of the passenger business with Halifax, it appears to me that no better guide can be found than the actual experience of the Allan and Dominion lines with their splendid steamers 'Parisian' and 'Vancouver,' and I know that I am quite safe in stating that they have found their winter passenger business via Halifax, a *complete failure*, the steamers often having only ten or twenty saloon passengers, when New York steamers, of no better class, have two to four hundred, besides large numbers of emigrants. The passenger business of Canada is very light indeed, and travellers from the west will neither pay the extra nor make the long railway journey to Halifax (760 miles from Montreal), when they can travel so easily and cheaply via New York and Boston, direct, to their destinations. I therefore consider it an *absolute certainty that the passenger business will be a failure* during the winter season, if Halifax is adopted as the port of departure.

So far as St. John is concerned, the result would be very different, as it is only 94 miles further than New York from Montreal, and there is therefore every probability that if the new fast mail steamers used St. John only during the winter season, their passenger business would be successful, as New York could then offer travellers no extra advantages of any importance."

To get at the real meaning of the recent letters on Canada in the *London Times*, we must look beneath the surface. The writer thereof shows that he is on intimate terms with the president of the C. P. R., and he evidently aims at a transfer of the I. C. R. and the Atlantic service and French line to that company. While, as stated above, the C. P. R. is sapping the foundation of the Dominion, with a face of brass it comes to Canada for all sorts of concessions. The Atlantic service and St. John — Halifax section of the I. C. R., will represent 45 millions.

Every Canadian outside the territory of our bastard government should feel consumed of shame, because, through their supineness, a single trio of political tricksters and a semi-foreign railway company, aided by clerical a circular, are dominating Canada, government chest included, from centre to circumference. A HALT must be called or soon the Dominion will not have left even a rope of sand to hold it together.

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