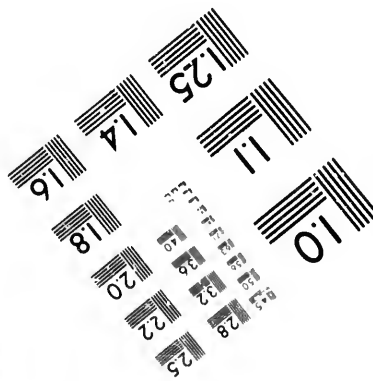
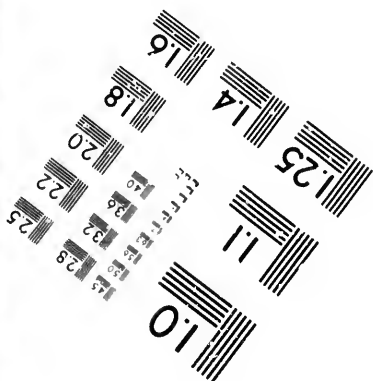
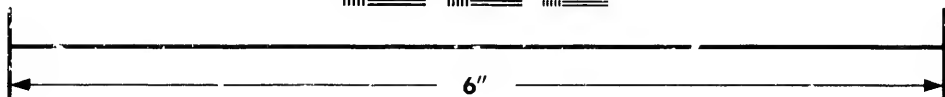
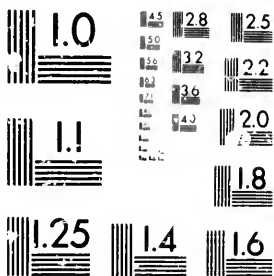


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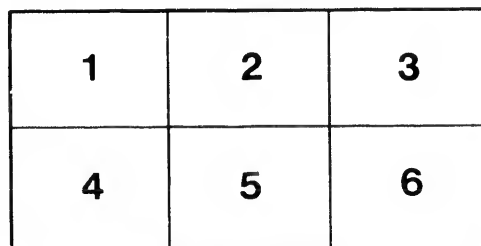
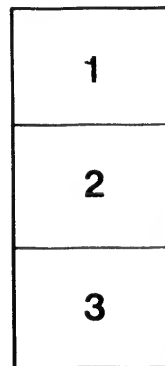
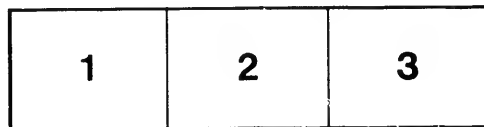
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BURNING Canadian Questions.

**Inter-Provincial Communications, Atlantic
Ports, Development of Natural Resources,
Labor and Capital, Immigration
and Prohibition.**

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ARTHUR STANLEY, BARON STANLEY OF PRESTON, IN THE
COUNTY OF LANCASTER IN THE PEERAGE OF THE UNITED KING-
DOM, KNIGHT GRAND CROSS OF OUR MOST HONORABLE ORDER
OF THE BATH; GOVERNOR GENERAL OF CANADA:

AND

TO THE ELECTORS AND BOARDS OF TRADE OF CANADA.

BY

C. W. WETMORE, ST. JOHN, N. B.

PRICE 15 CENTS.

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Edward Wetmore
CALEW WETMORE, ST. JOHN, N. B.,
At the Department of Agriculture, Ottawa.

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1892.

BURNING
CANADIAN QUESTIONS

OF

Inter-Provincial Communications.
Atlantic Ports.
Development of Natural Resources.
Immigration and Prohibition.
The Past and Future of the Intercolonial Railway.
Proposed Nova Scotia and New Brunswick and
Quebec-Winnipeg-Slave River Railways.
Canadian Built Fast Atlantic Mail and Naval Steamers,
To be run without Subsidies.
Government Grants to Harbors, and
Free Railway Bridge at St. John.
Completion of the Trent Valley Canal.
Vast Available Savings to the Government.
Harmonization of Capital and Labor.
Prohibition, Financially, Possible in Five Years.
Critical Position of Confederation
And Increased Danger of Annexation.
Possible Stampede of Population and Fearful Decrease of
Trade and Commerce and of Values of Property
and Incomes, East of Montreal; and Ontario,
and the North-West, at the Mercy of
the "Bonding Privilege."

BURNING CANADIAN QUESTIONS.

The writer has for twenty years continuously studied the natural resources of New Brunswick, and for a shorter period the resources of the Dominion as a whole; and has been enquiring as to how those resources can be best developed, and where marketed, and how the necessary capital for such development can be obtained.

FOREIGN CAPITAL AND DEVELOPMENT OF RESOURCES.—For one-half of the time named I have been corresponding with railway companies who unitedly control over \$550,000,000 worth of property, and also with representatives of LONDON AND NEW YORK CAPITALISTS, respecting most of the herein referred to railways, docks, coal, coke, steel rails, traffic fund and other interests, with the result that there is now not a shadow of a doubt in my mind, but that all required capital can be got, and widespread developments in the referred to lines easily secured, through the formation of a powerful syndicate, for which, as in the case of the Pacific Railway, legislative provision can be made, the Government, as also in the case of the Pacific Railway, to make the best possible arrangement in its power with any syndicate or company, special provision to be made that will ensure the widespread developments herein referred to.

In August last, the result in part of my labors was submitted to the Honorable the then Acting Minister of Railways, and to the Honorable the Minister of Finance, and it was arranged with the latter that, on the completion of my Paper, it would be submitted to the Government as a whole.

LOSSES IN OPERATING THE I. C. RAILWAY.—In April, 1889, I sent a communication to the then Minister of Railways, in which I said: "The opening of the Short Line Railway will mark a crisis in the history of the I. C. R. that may increase its yearly deficits to \$1,000,000," and I indicated how this loss, in part, might be avoided. Up to 1889 the greatest yearly loss in operating the I. C. R. was a little over a quarter of a million. Should the loss in operating for the five months ending the last of June be proportionately the same as for the previous seven months, the total loss of this road for the year 1891-2 will be \$1,100,000.

For the ten years ending 1890, the average yearly additions to the capital account of the I. C. R. were \$857,673; and supposing this capital account hereafter to be but one half of that amount, and the yearly loss in operating to be the same as for the current year, the total yearly loss will be \$1,528,836, or the interest at $3\frac{1}{2}$ per cent. on \$45,850,000.

The Oxford, New Glasgow—Eastern Extension—and Cape Breton Railways, and the duplicate Pictou Branch and the Pugwash Branch, a total of 263 miles, have cost, including provision for ferrying, about \$10,000,000, and during the six years ending 1890, Eastern Extension cost for operating, in excess of earnings, \$16,060 yearly, and for the period named its gross earnings yearly were under \$900 per mile, while the I. C. R.'s were \$3,238, and the Grand Trunk's \$5,564 per mile.

As Louisburg or Sydney is not to be a port of call, and as the Oxford Railway and the duplicate Pictou Branch are paralleled by the I. C. R., the 263 miles of road referred to are not likely to pay any better under Government management than does the I. C. R., and the losses thereon for operating and for capital account, for existing mileage, and for Branches which will be demanded, will doubtless be equivalent to the interest on \$6,150,000, or,

with the losses on the I. C. R., a total loss of the interest on \$52,000,000.

THE FAULTY LOCATION OF THE I. C. RAILWAY is one reason why it does not pay. From Riviere du Loup to St. John, via the valley of the St. John, is 312 miles, while between the ports named, it is, via the I. C. R., fifty per cent. more, or 463 miles. Again, the excessive grades of the line between Hammond River and Rothesay limits the number of loaded cars per westward trains to about one-half the number that might have been hauled had the line been located a little further south. Serious mistakes in locating were also made elsewhere on the road.

In consequence of the wrong locating of the I. C. R., the Hon. George Brown and Hon. William MacDougall left the Government, the latter saying, "We have thrown forty millions into the sea." For a *commercial* road an imperial guarantee would not have been required.

INTERCOLONIAL RAILWAY COMPARED WITH OTHER RAILWAYS.—As compared with other railways, the I. C. R. and its management appears to great disadvantage. While the New Brunswick Railway has been netting 34 cents per dollar earned, in the St. John valley, the I. C. R. is now losing 45 cents per dollar earned. The I. C. R. hauls say 250 tons of coal per train, and 30 tons of coal to 18 tons of dead weight. The Pennsylvania Railway, says the *Scientific American* supplement of the 2nd and 9th of April, 1887, hauls trains of 100 loaded cars, with 3,000 tons of freight each, these trains being passed over steep gradients by two powerful locomotives, one hauling and the other pushing, the dead weight being only 10 tons to 30 tons of load. It is not clear whether these large trains are run over heavy grades by four, or by only two locomotives. If the former, then this road hauls three times the quantity of freight per locomotive that the I. C. R. does.

The Great Northern Railway, says the *Scientific*

American of 2nd April, 1892, "has just had constructed 15 locomotives of 74 tons each, one of which will haul 900 tons of freight over 60 feet grades." Here we have three and one-half times the load hauled by the locomotives of the I. C. R.

The long railway hauls of Canada demands that through double strength nickelated steel coal-grain cars, the dead weight be reduced to not exceeding one in three, and that the power of our locomotives be greatly increased, and that the mileage and grades be reduced as much as possible.

THE FREIGHT RATES ON THE ST. LAWRENCE.—The freight rates on the St. Lawrence and the Great Lakes are only one-seventh of the average rail rates of the United States. Grain is carried by water from Chicago to New York, at the rate of 1,000 miles for one dollar a ton. Coal is carried by water from Buffalo, 1,000 miles to Duluth, for 30 cents a ton, and a common rate for ocean borne freight is one-tenth of the rate by rail.

THE I. C. RAILWAY A LOCAL ROAD.—By providing for the extension of the C. P. R. to the Maritime Provinces, and omitting to require it to carry its traffic mainly to and from Canadian Atlantic ports, Parliament settled the question that henceforth **THE I. C. R. WOULD BE MAINLY A LOCAL ROAD.**

FREIGHT RATES TO ENGLAND.—While at great expense large shipping has been forced inland to Montreal, this policy has been unsoundly and unjustly reversed, as regards Dominion Atlantic ports, with the following mileage and freighting disastrous results: By Grand Trunk and I. C. R. from Montreal to Halifax it is 850 miles, and by C. P. R. and I. C. R. from Montreal to Halifax, allowing 123 miles for bridge charges on freight, is 881 miles, a difference in favor of the port of St. John of 369 and 400 miles respectively, *or equivalent to the entire cost of water carriage between St. John and England, or a*

charge on the grain of the North-West, which may be shipped by the round about way referred to, of five cents a bushel.

FAST ATLANTIC LINE WITHOUT SUBSIDY.—Halifax stands in relation to the carrying trade of Western Canada, as compared with St. John, as Boston stands to the western carrying trade of the United States, as compared with New York. The latter city being the natural freight centre has half a score of Fast Atlantic Lines without one dollar of subsidy, and the man who would propose a Government subsidy, of the interest on \$37,500,000, to save three hours per trip on a fast Atlantic line to Boston, would be regarded as insane.

From Halifax to St. John by rail is 277 miles, or, at 40 miles an hour, seven hours, and from Liverpool to St. John by water is 200 miles further than to Halifax, or, at 20 miles per hour, ten hours, a difference against St. John of three hours only.

RAILWAY FROM QUEBEC TO WINNIPEG.—With the hereinafter proposed railway from Quebec and Montreal to Winnipeg, and the completion of the St. John Valley Railway, St. John will stand in relation to the carrying trade of Canada as does New York to the carrying trade of the United States; and on the completion of the herein proposed works, Canada will no more require to subsidize one Fast Atlantic Line than does the United States to subsidize the half score of fast lines they now have.

INTERCOLONIAL RAILWAY WRONGLY LOCATED.—The wrong location of the I. C. R., its defective management, and its ruinous losses, and the impossibility of forcing carrying trade out of its natural channels, except at great loss, all go to show that if the I. C. R.'s deficits are to cease, it must have (1) a saving in the cost of its fuel; (2) improved rolling stock; (3) more local traffic; (4) less through freight at losing rates; (5) increased connections; (6) improvements in location and grades, and (7) a change of management.

CANADA HAS NO INTER-PROVINCIAL RAILWAY.—

Notwithstanding the enormous expenditure for the purpose, as regards any extent of through traffic, it may be said Canada has no Inter-Provincial Railway. The Government road, as now operated, can never answer that purpose, and the C. P. R., although built with Government grants and the security thereof, makes no pretence of using its Quebec Branch, its St. John Valley Branch, or its Montreal and St. John line, to any considerable extent except for local traffic or to divert traffic from the I. C. R. The C. P. R. has all along given foreign Atlantic ports the preference for the great bulk of its freight, and it has recently made rail connections with New York; it is bridging the Niagara, and, as shown by its latest maps, it is to build a railway link from the river named, around the western end of Lake Ontario, and can then connect on that route with Lake Nipissing, and may thereby more fully divert the carrying trade of Canada to foreign ports by a north and south line, 350 miles west of Montreal, which will have a ruinous effect on the Province of Quebec and the more easterly portions of the Dominion. As regards the main line of the C. P. R. to the Pacific it has evidently been settled, that Manitoba and the North-West are, to a large extent, to be side-tracked by the main traffic being carried south of Lake Superior and for hundreds of miles through foreign territory.

LEASING OF THE INTERCOLONIAL RAILWAY.—

While, says the *Toronto Globe* of July last, the road was being constructed, Sir John A. Macdonald, Sir A. T. Galt, and Mr. Walter Shanly favored the leasing of the I. C. R. The *Toronto World* of August last also advocates this, and some of the present members of Parliament, it is said, advocate the donating of the road to private corporations. The road may be leased to a syndicate or company that would undertake the developments herein proposed, and thereby save to the Government the loss now incurred in

operating it, and secure to the sections traversed by the road, greatly improved service.

NEW BRUNSWICK COAL AND COKE.—New Brunswick has a coal formation of 10,000 square miles, which in its surface seam, judged by the Dominion report thereon of 1872-73, contains at least 1,000,000,000 tons of workable coal. The seam, although thin, lies near the surface, and with recently improved machinery can be uncovered economically. This coal is suitable for "pressing," and, as proved at the Mines, at Londonderry and in the United States, is especially adapted for making "coke." Coke making in the United States is a recent industry, yet there is made, principally in Pennsylvania and adjoining States, and in competition with Anthracite Coal, 10,000,000 tons yearly. Oven made coke has, ton for ton, all the power of anthracite, and it is preferred to that coal for smelting

and some other purposes. The 1,000,000 tons of foreign anthracite now annually used in Canada, can be largely displaced by home made coke.

COKE AND COAL IN MONTREAL.—The first cost of United States coke in Montreal in June last was \$5.83 a ton, and anthracite cost an average of \$5 a ton. On the completion of the St. John Valley and Moncton Railways, hereinafter referred to, New Brunswick made coke, to ensure large sales, and to furnish large supplies of westward freights, can be sold in Montreal at \$3.83 a ton, and at Ottawa for \$4.35. With fuel at this rate, the Bristol Iron Company, from their 23,000,000 tons of ore, and other companies in that vicinity, can

MAKE IRON AT OTTAWA at a cost of \$12.50 a ton; and, with the herein proposed large Barge service, this and other Canadian ores can be profitably shipped to England.

By lessening the cost of coal, through increased output, improved cars, stronger locomotives, improved grades and lower freights, Nova Scotia and New Brunswick coals may also go to the St. Lawrence, thereby giving to Quebec

and Montreal indispensable return freights, which so much aids Buffalo's westward trade. Coal freights, as stated above, from Buffalo, 1,000 miles to Duluth by water, are only 39 cents a ton. France prepares 24,000,000 tons of "pressed coal" yearly. New Brunswick coal, from the excess of bitumen it contains, has been proven to have 20 per cent. more heating power than has most of the Nova Scotia coals. This excess of bitumen also makes this coal peculiarly adapted for "pressing," in which state it would be superior for steam and shipping purposes, and it could be delivered in St. John f. o. b. at less than \$3 a ton.

Notwithstanding the abundance of oil in Pennsylvania and adjoining States, twelve companies, one of them with a capital of \$5,000,000, were engaged in 1888 developing an oil field 50 by 200 miles—estimated to contain a supply for centuries—in Wyoming, 2,000 miles inland from New York, and at that date they were projecting a 650 mile pipe line to Omaha.

CANADA'S MARVELLOUS OIL FIELD.—The Mackenzie Basin Oil Field, says the *Encyclopædia Britannica*, is "1,500 miles long, and of unknown breadth." And the invaluable report of the select committee of the Senate says of this Oil Field: "The evidence submitted to your committee points to the existence in the Athabasca and Mackenzie Valleys of the most extensive petroleum fields in America, if not in the world."

LANDS OF THE MACKENZIE AND ATHABASCA.—Of the lands of the Mackenzie and Athabasca Basins, this report continues: "There is there probably an area of 656,000 square miles of land fitted for the growth of potatoes; 407,000 square miles suitable for barley; 316,000 square miles suitable for wheat; 860,000 square miles of pastoral area, and 400,000 square miles of barren grounds, and on the western affluents of the Mackenzie, and the head waters of the Peace, Liard and Peel rivers, there is from 150,000 to 200,000 square miles which may be considered auriferous."

WATER WAYS OF THE NORTH AND WEST.—Of the Water Ways of the Mackenzie Basin, this report says: "There is 1,360 miles of river navigation deep enough for light sea-going steamers; 1,390 miles suitable for stern wheel steamers, and 4,000 miles of navigable large lake coast line. And the Arctic Ocean and Hudson's Bay has 5,000 miles of coast lines, not including the coast lines of inlets and deeply indented bays."

THE FISHERIES OF THE NORTH AND WEST.—Of the fisheries, continues this report: "There are salmon on four of the rivers emptying into Hudson's Bay on its western shore, and in all the rivers flowing into the Arctic Ocean, excepting the Mackenzie, where the *Salmo Mackenzie* exists in great numbers. The Capeling is found on the coast of the Arctic Ocean and Hudson's Bay; this implies the presence of cod upon banks near by, and the rock cod has been frequently taken. The Greenland, or Harp Seal, and the Grey Square Flipper Seal are common to the eastern coasts, while the present favorite whaling grounds of New England whalers are Hudson's Bay, Fox Channel and Boothia Bay. These animals are all found with the walrus and porpoise off the mouths and in the estuary of the Mackenzie as well. The immense lacustrine area of the eastern and northern portions of the area under consideration implies, from the evidence given regarding the quantity and quality of fresh water food fishes, the future supply of a great portion of the North American Continent. * * * Sir John Ross' men, by a single cast of a small net, took six tons of salmon in the mouth of one of the Arctic rivers. * * * And two of the Hudson's Bay Company's men took five tons of white fish in one day from Great Slave Lake."

LUMBER OF THE NORTH AND WEST.—Of the Mackenzie and Athabasca Basin Lumber, this report says: "The forest area has upon it a growth of trees well suited

“for all purposes of house and shipbuilding, for mining, railway, and bridging purposes, far in excess of its own need, and of great prospective value to the treeless regions of Canada and the United States to the south.”

GOLD, SILVER AND COPPER, ETC.—This report continues: “In addition to the auriferous deposits referred to, gold has been found on the west shore of the Hudson’s Bay, and been said to exist in certain portions of the Barren Grounds. Silver on the Upper Liard and Peel Rivers; native copper upon the Copper Mine River, which may be connected with an eastern arm of Great Slave Lake by a tramway of 40 miles; iron, graphite, ochre, brick and pottery clay, mica, gypsum, lime and sand-stone, sand for glass and moulding, asphaltum and sulphur deposits, salt, highly saline springs, coal, pitch coal and lignite deposits are all known to exist.”

YUKON DISTRICT.—Of the Dominion Yukon District this report says: “It is a metalliferous area, principally gold yielding rocks, 1,300 miles in length, with an average width of 450 to 500 miles.” The Yukon River is said to have as great a volume of water as the Mississippi. Before crossing Alaska, in a course of 1,200 miles, it spreads out fan shape in this Canadian territory with over 2,500 miles of navigable water, which, with many minor branches, everywhere abounds with gold, and with salmon, lumber, coal, and other resources.

SUCCESSFUL GOLD MINING.—For more than ten years, says Dominion geological reports, this section was successfully mined for gold, and over \$5,000,000 worth was obtained, the miners earning on the Yukon from \$4 to \$100 a day. But the shortness of the season, the length of time required to get into and out of the country, the great cost—\$1 to \$2.50 per pound—of supplies, and the prohibitory freights on heavy machinery, brought mining there nearly to a stand.

EXTENSIVE NEW GOLD DISCOVERIES.—"Dr. Kingsbury, of the Alaskan United States Survey party," says the *Ottawa Journal* of 25th August last, "has returned after an absence of two years." Dr. K. says: "All Alaska is at fever heat over the discovery of gold in the placer mines on the Upper Yukon. There has been quartz gold found, but old miners, who have worked in California and South Africa mines, tell me the Alaska strike is the richest they have ever seen. The country along the Upper Yukon is fast filling up with people who have the gold fever, and the miners already there are so crazed at the prospects of fortune that they will not leave the fields even to buy their supplies. In my opinion Alaska is going to prove one of the richest mineral possessions of this country."

GREAT INFLUX OF MINERS.—The wonderful influx of miners to the Kootenay mining district in Eastern British Columbia is an indication of what may take place on the completion of the proposed railways, in many other sections of the Dominion, west and north.

NICKELATED DOUBLE STRENGTH RUSTLESS STEEL.
—Writing from Halifax, says the *Wesleyan* of Sept. 25th, 1891: "To the economists, Mr. Peter Imrie predicts that Canada will eventually control the shipbuilding industry. It is now practically proved, he argues, that steel mixed with from 3 to 5 % of nickel is double the strength of ordinary steel, and that it does not corrode or take on barnacles, so that ships constructed of it will never require scraping. Moreover, as ships of the nickelated steel may safely be built much lighter than ordinary steel ships, their engines, power, and consumption of coal may be safely reduced without diminution of speed. In short, nickelated steel seems bound to supersede ordinary steel, and probably all other materials in present use in ship construction. Nickel has become a necessity, and the nation which is in a position to produce this material

“ must necessarily control the shipbuilding trade. And
“ for the present, at least, there is no known supply of
“ nickel worth mentioning outside of Canada.

CANADA'S EXHAUSTIVE SUPPLY OF NICKEL.—

“ Canada possesses nickeliferous pyrites without limit.
“ The entirely bleak region extending from Lake Superior
“ to Labrador is rich in it. Experts declare that the Do-
“ minion can supply a million tons of pure metal annually,
“ if necessary, for an indefinite period. All the other
“ resources of supply known in the world just now would
“ not suffice to keep even a single first-class shipbuilding
“ concern on the Clyde in full working.”

While the United States are nearly wholly dependent upon Canada for the large supply of nickel which they require, yet they impose a duty of \$200 per ton on the pure metal, although they admit the raw or partially manufactured article *free*. It seems but reasonable that an export duty should be imposed on raw nickel when exported to countries which impose a duty on the pure metal.

“ The Palmers, one of the largest naval and shipbuilding firms in the United Kingdom, are arranging to transfer the plant of their works on Newcastle-on-Tyne to a certain port in the United States, where they will conduct their business in future.”—*St. John Globe*.

PROPOSED RAILWAYS.—The following are the Railways proposed: 233 miles from Edmundston, via the valley of the St. John, to St. John; 100 miles from Fredericton Junction to Moncton; 35 miles from near Grand Lake to the Indiantown Branch of the I. C. R.; 21 miles from Amherst to Oxford; 70 miles from a point on the Oxford - New Glasgow Line, via Pictou to Windsor, and 6 miles of heavy freight loop line on the I. C. R. in the Parish of Rothesay; in all 464 miles, together with a Railway Bridge over the St. John at or near Upper Gagetown; and provided the existing St. John Railway Bridge is not made free, a Railway and Highway Bridge at Navy Island or a bridge near Indiantown.

QUEBEC-WINNIPEG-SLAVE RIVER RAILWAY.—

Second, an Air Line Railway from Quebec City to Winnipeg, with branches to Montreal, Lake Nipissing and James' Bay, in all say 1,650 miles, which will shorten the distance, as compared with existing railways, from Winnipeg to Montreal 150 miles, to Quebec 250 miles, and via the valley line to St. John 150 miles, and to Halifax 225 miles. On the last proposed line, over a large extent of country east of Winnipeg, the fogs of Lake Superior do not extend, and there pumpkins and melons ripen, grass grows luxuriantly, and spruce has attained a diameter of 24 inches; and the Huronia formation, so productive at Lake Superior, of iron, copper, silver, and other metals, would be crossed by the road for many miles. Third, a railway from Winnipeg to Fort Smith, midway on Slave River, say 900 miles, where connection can be made with 1,300 miles of continuous deep Mackenzie River navigation, extending to the Arctic Ocean.

INTER-PROVINCIAL RAIL AND WATER COMMUNICATIONS.—And fourth, an 80 mile railway from Peel River to the Porcupine Branch of the Yukon, giving unbroken water and rail routes, connecting Cape Breton with Hudson's Bay, the Arctic and Behring Seas, and through the St. Lawrence and the Great Lakes with Port Arthur, Duluth and Chicago. Already half a dozen small steamers are plying on the Yukon, running at times 1,650 miles eastward from Behring Straits, or 450 miles east of Alaska to Stewart River. This new route will increase and perpetuate the rush of miners to the Dominion Yukon district, and will give Canada a large Alaskan carrying and general trade. Alaska is rich in gold, silver, iron, coal, fish, and other resources, and it has a heavily wooded coast line of 7,800 miles, some of its lumber being so valuable that it will bear transportation across Canada—its most advantageous outlet—and thence to Europe.

OUTLET FOR OIL OF NORTH AND WEST.—The Mac-

kenzie Basin oil may find an outlet (1) southward by rail and water; (2) via the Mackenzie, Peel and Yukon Rivers to China and Japan etc.; (3) by water and by pipe line to Hudson's Bay and thence to Europe; and (4) by the Peace River and pipe line to British Columbia and the Pacific, and thence with lumber, coal, fish, etc., abroad. Large shipments of oil are made from New York, 22,000 miles to Shanghai, as against only 4,000 miles from British Columbia.

GREAT RUSSIAN RAILWAY.—The Great Russian Railway is being rapidly constructed from near Moscow, through Siberia, and along the northerly boundaries of China and Japan, and will terminate for the present, by an easterly branch, on the Japan Sea. This road is to be extended in time to Behring Straits.

ALASKAN-CANADIAN BOUNDARY.—The late Sir John A. Macdonald believed that the location of the Alaskan-Canadian Boundary would cost the Dominion \$3,000,000, more or less. The proposed railways will save at least one million in connection with this boundary line survey, another million on geological and other surveys, and a million and a half by increasing the value of the \$3,365,000 Quebec Harbor Bonds held by the Dominion, on which, it is said, no interest is paid. The recent revival of mining on the Yukon will call for an early survey of the referred to international boundary line.

FIFTEEN THOUSAND ADDITIONAL MILES OF WATER WAYS.—Including the water ways above referred to, and the lakes and rivers of the Yukon district, the proposed railways will connect with 15,000 miles of navigable water in Canada, and 1,200 miles of the Yukon in Alaska, from which the Dominion now derives no benefit. With the completion of these roads, and with steamers and boats on all the waters mentioned, tourists and prospectors will flock in great numbers from all quarters, as to California in 1849, to every section named, some to prospect and mine,

and others to boat, trade, fish, and farm, etc.

LARGE INCREASE OF IMMIGRATION.—In this way the rapid peopling of Canada will receive a lasting impetus, the money value of which, in the interest of immigration, may be estimated at \$250,000 yearly, a view concurred in by an influential British Columbian, Peace River miner. "The stay of wild fowl," says the Senate report, "in the vicinity of the Arctic Ocean, indicates an open season there of five months."

In connection with the proposed railways a syndicate would necessarily require a tunnel or other crossing of the St. Lawrence at or near Quebec City, and another at the Straits of Canso.

QUEBEC RAILWAY BRIDGE.—As reported by Mr. Schreiber, C. E., the latest proposed Quebec Railway Bridge will cost \$9,000,000 or \$10,000,000, and its floor is only seventy feet above high water. The Brooklyn Bridge floor is 135 feet high and yet it seriously obstructs shipping. The floor of the bridge, on the west of New York, is to be 150 feet high. Details and estimates for a railway tunnel at Quebec were, with the aid of the late Vernon Smith, Esq., C. E., prepared by the writer in 1889; it would be constructed through rock and at less than one-half what a bridge will cost.

CANADIAN ATLANTIC PORT.—As the St. John Valley Railway, and a large volume of specially provided westward traffic, the fuller utilization of the St. Lawrence water way and the Quebec-Winnipeg-Slave River Railway, and its water way connections, will ensure the passing inward and outward of a large amount of central and north-western Canadian traffic through a favorably located Dominion Atlantic Port, and as such a port, well equipped, is a necessity to our existing and ever to increase railway, shipping, lumber, agricultural, manufacturing, and mining interests, and the requirements of one-half of the continent, Government aid will be a necessity for wet and dry

docks and railway and freight grounds at St. John, and also for harbor improvements at James' Bay and at or near the head of Minas Basin.

FREIGHT CHARGES AT NEW YORK.—Forwarders everywhere in the west complain that the freight charges in New York are exorbitant; that on grain has been three cents a bushel, or the equivalent of one half of the 1,000 miles of rail carriage from Chicago to New York. Grain charges can and should be kept down in St. John to not exceeding one cent per bushel, and on all other freights proportionately.

ST. JOHN RAILWAY BRIDGE.—As in the interests of the carrying trade by water the canals of the west are virtually free, so in the interests of carriage by rail the St. John Railway Bridge should also be free, and thereby save, in the excessively long east and west railway hauls of the Dominion, the equivalent of 125 miles, a matter of vital importance in grain, lumber, building stone, and coal freights.

P. E. ISLAND RAILWAY CROSSING.—As regards the Prince Edward Island Railway Crossing, the processes by which all sea-walls, beaches and barrier beaches are formed; the recovery from the sea of a large portion of Holland; the results which have followed the construction of the Mississippi and Cape May Jetties; the low cost at which earth, sand and gravel can now be moved, all go to show that a combined Tunnel and Roadway may, in this instance, be best. The ferrying for years, in winter and summer, of the four miles wide Straits of Mackinaw by powerful railway train carrying steamers, and the provision made for ferrying, eighty miles, across Lake Michigan throughout the year, and the proposal to run steamers of the Norway ice-breaking kind to Quebec in winter, go to prove that from substantial roadways, extending out say two miles from both shores, continuous communication can be maintained with the Island by the kind of vessel

referred to. Such roadways may be constructed and steamers furnished, and the gauge of the Island Railway widened, and the service of the ferry and railway maintained for say \$3,000,000. Then if the Island be credited by the Dominion with \$3,000,000, this, with the herein referred to deposit with the Government, may ere long ensure the Tunnel between the two roadways. A tunnel for the whole distance is estimated to cost from \$10,000,000 to \$12,000,000.

GRAND TRUNK, NORTH-WESTERN. AND EASTERN CONNECTIONS.—It will be important to the whole of Canada to have the Grand Trunk Railway connect through the proposed Lake Nipissing Branch Railway with the North-West, and through the St. John Valley and Moncton Railway with the Maritime Provinces. Identified with the referred to coal and coke works, the Grand Trunk can save the heavy coal duties they now complain of, and they and the proposed railway interests will have westward coal, coke, and other freights that will ensure the bringing of large quantities of lumber, grain, and other St. Lawrence and North-West traffic to a Canadian Atlantic port, for shipment abroad, which otherwise will continue to go to foreign ports. Large shipments of lumber have recently been made by rail from Quebec City to Boston, for European markets.

DEVELOPMENT OF TRAFFIC.—As the development of coal, coke, iron, and other freights by a syndicate will aid in the construction and operating of the St. John Valley, Moncton and Nova Scotia Railways, and in operating the I. C. R., P. E. I. and Oxford-Sydney Railways, so only by stimulating traffic in every possible way, and by providing steamboat and other connections on the waters of the west and north, can the Quebec-Winnipeg-Slave River Railway and Branches be undertaken by a syndicate.

DEVELOPMENT FUND.—In all my correspondence with railway companies and capitalists, I have urged the pro-

viding of a "Traffic Fund" of say \$5,000 per mile of road built, or a total for the proposed mileage of say \$15,000,000 to assist steel rail works, harbor and other terminal facilities, vessel and other connections, and the development of coal, oil, asphalt, and other traffic.

The estimated Government savings, and the existing subsidies, capitalized at 3½ per cent., are as follows:

Loss in operating the I. C. R. and Extensions....	\$52,000,000	
Atlantic Fast Line (after ten years).....	37,500,000	
Immigration	7,500,000	
P. E. Island Railway, "Stanley," Ice Boats, and Summer Steamers.....	4,800,000	
Quebec Harbor Bonds.....	1,500,000	
Alaska Boundary Survey.....	1,000,000	
Geological and other Surveys.....	1,000,000	
Existing Subsidies:		
Short Line Railway, \$63,400 yearly for twenty years.....	\$2,113,000	
Central Railway, still due York, Sunbury, Queens and Kings...	128,000	
St. John Dry Dock, \$10,000 yearly for twenty years.....	300,000	
Three St. John Valley Railways...	300,800	2,841,800
Total.....		<u>\$108,141,800</u>

VAST SAVINGS TO THE GOVERNMENT.—The transferring of the Oxford-Sydney Railways and the leasing of the other Government Railways; the construction of the proposed 3,000 miles of railway, and the utilization of 15,000 additional miles of water ways, and the proposed general development of resources, in addition to their effecting the above savings, will enhance the values, as in the case of the construction of the C. P. R., of Government lands, lumber, minerals, fisheries, revenue, and other interests, say in ten years, to at least a total of \$160,000,000.

TOTAL PROPOSED WORKS.—The works herein pro-

posed to be aided by the Government are as follows: Harbors, say \$10,000,000. Prince Edward Island Crossing, \$6,000,000. Fast Atlantic and Naval Steamers, say \$2,000,000. Government Railways in five years, \$1,000,000. Free Railway Bridge at St. John. Tunnels at Quebec and Canso. Trent Valley Canal, and the Railways named, a total of say \$60,000,000. The principal to be paid in moderate yearly sums, leaving an estimated balance to the credit of the Government of \$100,000,000.

ATLANTIC FAST LINE SUBSIDY.—So far as an ordinary on-looker can discern, the persistent efforts to commit the Dominion to the extent of the interest on $3\frac{1}{2}$ per cent. on \$37,500,000, or more, for an Atlantic Fast Line, is mainly on behalf, First, of a port as is herein shown, and is admitted by one of its friends, that, geographically, is utterly unsuited for the purpose; and, Secondly, in the interest of the C. P. R., whose principal Canadian traffic is now carried to and from Atlantic foreign ports, and who, as is elsewhere proved, is rapidly maturing facilities to further divert the carrying trade of the Dominion to an alarming extent. The retirement of two Western members of the Government on the location of the I. C. R. being settled, and the entire history of the road, shows that, contrary to sound commercial principles, and at the loss of the millions given below, some hidden power has unaccountably and steadily held the Government to the abortive and ruinous endeavor to force the principal carrying trade of Canada, at a two-fold cost, to the unsuited Atlantic port referred to.

COSTLY WINTER PORT EXPERIMENT.—The cost to the Dominion of this disastrous effort to force carrying trade out of natural channels (items 2, 3 and 4 capitalized at $3\frac{1}{2}$ per cent.) is as follows:

Cost of I. C. R. and Extensions, on which no interest is paid.....	\$57,000,000
Losses in operating the I. C. R. and Extensions..	52,000,000
Subsidy to Short Line Railway, \$250,000 yearly for 20 years.....	7,500,000
Proposed subsidy to the Atlantic Fast Line....	37,500,000
Total... ..	<u>\$154,000,000</u>

THE C. P. R. AND FOREIGN PORTS.—Recently the press, as if for the Company, reported that the C. P. R. could not carry Ottawa lumber to St. John for shipment abroad, because it was by rail to Boston and Portland 180 and 200 miles shorter. How preposterous, and in many ways unjust, to the whole Dominion, therefore, it is to longer continue fruitlessly trying to force like traffic, the equivalent (including bridge charges) of 400 miles east of St. John by C. P. R. and I. C. R., and nearly as far via the northern arm of the I. C. R. to Halifax. On purely business principles, Western and North Western Dominion traffic in quantity can only go through the most favorably located Canadian Atlantic port, on their being provided at or near such port an abundance of coal, coke, building stone, fertilizing rock, and West India and other foreign products as return freights, much of which the United States Atlantic ports cannot advantageously furnish.

HALIFAX AND PORTLAND AS WINTER PORTS.—“On freight shipped,” says a Halifax gentleman, as reported in *Progress* of 7th November last, “to Liverpool via Portland, the steamers get 75 per cent. of the rate collected by the railways. But, of course, over the Grand Trunk and I. C. R. into Halifax they get but 50 per cent., Grand Trunk rates 17 per cent. and the I. C. R. usually 33½ per cent. We here in Halifax can never hope to compete with Portland unless, indeed, new railway facilities are forthcoming.”

CANADA'S ATLANTIC PORTS.—This extract throws a flood of light upon both the Canadian Atlantic Port and the Atlantic Fast Line questions. As conclusively shown above, with the proposed "development of traffic," St. John, as a port, is now as favorably situated as is Portland, and with the proposed Quebec-Winnipeg-Slave River Railway, the advantage will be largely in favor of St. John.

GRAND TRUNK EXTENSION EASTWARD.—When, in April, 1888, the then Assistant Manager of the Grand Trunk Railway was asked by the writer why they did not extend their road to St. John, the reply was, "Portland is much nearer Montreal." It was then shown by the writer that they (the Grand Trunk) would get the return freights herein referred to. This the Assistant Manager admitted would offset the longer haul. Then, said the Assistant Manager, the high tides make it inconvenient and expensive to load and discharge vessels at St. John. The plans of the proposed 500 acre Wet Basin, and other terminal facilities, were then shown and explained. These, said the Assistant Manager, will meet the high tide difficulty.

The referred to plans for improving the harbor of St. John were, on the advice of Mr. Perley, the then Engineer-in-Chief, submitted by the writer early in 1888 to His Excellency, the then Governor General, in Council.

LARGE BARGE SERVICE.—The necessity for a Large Barge Service, whereby ordinary freight rates can be reduced two-fifths, has also been a subject enlarged upon, in the writer's correspondence with railway companies and capitalists, as a necessity in connection with the proposed works and traffic developments. With such a service and with the use of recently improved appliances, by which coal can be loaded and discharged for a few cents per ton, greatly increased quantities of Maritime Province coals, coke, lime and sand-stone and gypsum, etc., may be shipped to New England and other foreign markets.

“BETTER TERMS” FOR THE PROVINCES.—Stagnated as business now is, and depopulated as some of the provinces are becoming, without a speedy improvement there may be no escape for the Dominion from the long talked of “Better Terms” for the provinces. With, however, a royalty of 10 cents a ton on a largely increased output of coal in Nova Scotia, and a thorough ventilation of the “boodling” recently charged there, that province will not require further Dominion aid; with the proposed uninterrupted communication with the mainland and all that that implies, P. E. Island will not need further help. With the fuller proposed development of its resources, and the recognition of its Atlantic port advantages, New Brunswick may get on without additional assistance. With all the advantages to arise from the proposed railways, and the tunnelling of the St. Lawrence and the development of her nickel and other mines, and of lumber and agricultural lands, and of increased trade and commerce of a permanent and ever-increasing character, and of vastly improved credit, Quebec (which is giving “boodlers” a lesson they cannot forget in a century), may also do without a further Dominion grant. Of course Ontario, with its overflowing treasury, and the North-West and British Columbia, with their boundless resources and possibilities, do not need to further burden the government.

DEVELOPMENT OF RESOURCES.—Nowhere else in recent times has God given to any other people, of like numbers, such an inheritance—one-fourteenth of the earth’s surface, everywhere abounding with inexhaustible resources—as He has given to the people of Canada. And now all that the Dominion requires is development, development! development!! While much of Canada’s coal is in deposits on the shores of the Atlantic and Pacific, yet her yearly output of coal is only about 3,000,000 tons, as against 141,000,000 tons in the United States, and 180,000,000 tons in Great Britain.

STEEL SHIPBUILDING IN CANADA.—Steel shipbuilding is rapidly increasing on the Great Lakes, and, in connection with the proposed works, this industry may be commenced in an extensive way on the Lower St. Lawrence, or on our Atlantic coast.

NUCLEUS OF NAVAL FLEET.—Beginning with the steamers required for the Fast Atlantic Line, which should be constructed of nickclated steel, and should form the nucleus of Canada's naval fleet. The building of these vessels, and the manufacturing of rails, bridge materials and cars required for the proposed railways, and also large barges, would give the impetus required to start the iron industry, generally, in the Dominion on an extensive scale.

OIL AS FUEL.—The use of oil as fuel is rapidly on the increase, and it has been proved that one ton of oil has all the heating power of two tons of coal. This shows the importance of developing the oil fields of the Mackenzie Basin, and also the desirability of using oil instead of coal as fuel on the Fast Atlantic Line, and also instead of anthracite for smelting and many other purposes, as is being done even in Pennsylvania.

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.

"The intimidation of jurors in Paris, and the frightening of residents and visitors from that city by the Anarchists, may be regarded as only two or three steps in advance of the boycotts and strikes which are tolerated in almost every country, from which dynamite as naturally hatches as a chicken from an egg."—*Evening Gazette.*

"The labor question is emphatically the question of the

hour. The air is rife with strikes, with conflicts of labor against capital, and disputes between employers and employed. One mighty factor in our national life alone remains silent—the church.—*Review of Reviews.*

“*Brussels, May 2.*—Another explosion occurred in the choir of St. Martin’s Church, by which stained glass windows, valued at \$20,000, were shattered into fragments, and hundreds of panes of glass in adjacent houses were smashed. * * * A feeling of wild panic prevails.”—*Daily Sun.*

The book says: “He that withholdeth corn, the people shall curse him.” The churches have failed to see that their neglect of the poor and vicious, and that the obstructing of the way to the bread of life through selling, renting and allotting church sittings, would end in *dynamite.*

The arrangement between the Government and a Syndicate may be, say as follows:

1. The Government to transfer to a syndicate or company, for a nominal consideration, the Oxford-New Glasgow, Eastern Extension and Cape Breton Railways, one of the Pietou Branches and the Pugwash and Indiantown Branch.

2. The Government to lease the I. C. R. and P. E. I. Railway to said syndicate for ninety-nine years at a nominal rental, and allow the syndicate, as against possible losses in operating said roads, say \$333,000 for the first year; \$267,000 for the second year; \$200,000 for the third year; \$133,000 for the fourth year; and \$67,000 for the fifth year—payable quarterly.

3. The Government to provide the syndicate with the requisite charters and suitable subsidies out of the savings referred to, and also allow a reasonable land grant for the railways west and north of Winnipeg and to James’ Bay, and give the syndicate power to construct all required additional Branch Railways west of Quebec City, and allow the syndicate reasonable aid for wet basins and other harbor and terminal facilities at or near the head of Minas Basin, at St. John, and at James’ Bay.

4. The Government to provide a free railroad bridge at St. John.

5. The Government to arrange, for say five years, for an Atlantic steamship line service similar to that recently

supplied by the Messrs. Allan, these vessels to call at St. John and at a Nova Scotia port during the close of the St. Lawrence. This steamship service to be followed by Canadian built fast nickelated steel steamers.

6. CANADIAN MADE RAILWAY RAILS.—The Syndicate to lay railways constructed by them, after the first eighteen months, with Canadian made rails, and to deposit with the Government say \$1,000,000, as a guarantee that they (the syndicate) will effectually operate the leased railways at moderate rates, that on coal to the St. Lawrence not to exceed present rates, and as security for the completion of the works undertaken by them, within a stipulated time, say not exceeding ten years. The works all being completed, and the I. C. R. and P. E. Island Railway having been made self-sustaining, the said deposit to be returned to the syndicate.

CAPITAL FROM ABROAD.—The breaking down of the credit of South America, and of some of the European nations, and the large investments of foreign capital in the neighboring Republic, makes the present a favorable time to invite capital from abroad, for the construction of the proposed railways and other works, and for the general development of the resources of the Dominion.

SWING OF CONQUEST.—The greatest general of the United States, after witnessing for a time the manœuvring of the troops of our mother country, expressed his very great admiration of them by the concise saying, "They have the swing of conquest." Judged by the past, the "conquest" which, in the providence of God, Canada is designed to achieve, is not that which is accompanied with "confused noise and garments rolled in blood," but rather that of the far-sighted, peaceful, persistent, and energetic extension of her intercommunications and the development of her varied and unlimited resources, and the furnishing of prosperous and contented homes for not only her present population, and for thousands of her exiles who can be enticed to return, but also for millions in other lands who will gladly exchange their present circumstances of grinding taxation, pinching poverty, and prospective pauperism for the many advantages which the Dominion does and can offer.

MILLIONS MORE OF CAPITAL CAN BE SAVED.—It

is possible for Canada to so rapidly increase her population as that thereby, as in the case of the United States, millions upon millions of additional capital can be saved to both the Government and people, which, without such increase of population, will have to go for fortifications and for naval and military purposes, accompanied possibly with humiliations, devastations, and baptisms of agony and blood.

PERILOUS POSITION OF CANADA—STAMPEDE OF POPULATION.—A careful perusal of this pamphlet, and an enquiry into the scores of details connected with the proposed works, will show conclusively that the present position of Canada is perilous in the extreme. Two distinct ways are now open to the Dominion, one of which will result in speedy development of her natural resources, and ample inter-provincial communications, increased immigration and diminished exodus of its population, while the other course will create everywhere in the Dominion, east of Montreal, a *stampede* of the remaining population, and a fearful further shrinkage of trade and commerce and value of property.

FRIGHTFUL WASTE OF CAPITAL.—As if it were not enough that the I. C. R. has been so located as that every dollar invested in it, and its extensions, yields no return; and that one-half of the debt of the Dominion has been incurred in the vain endeavor to establish an Atlantic port in an out-of-the-way locality; and that the Pacific Railway, although built through universal Dominion taxation, has been allowed to run its Canadian traffic to foreign ports, it is now proposed to transfer the I. C. R. to this, commercially, inveterate enemy of Canada, particularly that portion thereof east of Montreal.

QUEBEC CITY DISAPPOINTED.—Quebec City has long expected great advantages from the C. P. R., failing to see that $2\frac{1}{2}$ cents a bushel is saved on grain shipped by water at Montreal, and that whatever railway changes may occur, it will always be, as now, to the interests of the C. P. R. to gather traffic from the very gates of Quebec, during closed navigation, and run it to Boston.

At St. John, 400 miles by rail (including bridge charges) west of Halifax, the C. P. R., having been donated the Carleton Railway and its wharf, has built some

cheap wharves and freight sheds, and at Quebec is to build a *hotel*, while they, it is said, are to construct a *gigantic grain elevator* at Boston, thereby giving a further proof of their preference for foreign ports. Even Montreal, unless the proposed railways are constructed, will realize directly that much of the trade, now geographically hers, will soon go by a north and south railway, west of Lake Ontario, to and from foreign ports. A foreign government and foreign ports' mercantile and shipping interests, through bonuses or other favors, may, through our boasted trans-continental railway, absorb the central and north-western trade of the Dominion, unless the proposed counteracting railway arrangements are carried out, as an ocean absorbs rivers. To perpetuate Confederation, and to forever silence the annexation cry, Canada must have the proposed Great Trunk railway, closely identified with the Government roads, and this road must be restricted to carrying its outside traffic to and from Dominion ports.

IMPROVED INTER-PROVINCIAL COMMUNICATIONS.—

Quebec and the more easterly provinces, and Manitoba and the North-West, must not be deceived in this matter of transferring the I. C. R. The late Hon. A. MacKenzie at one time favored the section of the Pacific Railway between Quebec and Winnipeg, following the line herein proposed. It can readily be seen that a company controlling such a line, and having no conflicting interest further south, is a necessity to Canada, and that such a company could turn much of the I. C. R. into paying through line, as originally intended. This the C. P. R., with its New York, Boston and Portland connections, cannot possibly do. The policy of the latter company tends to separate the province and to imperil Confederation. The tendency of the railway system herein proposed would be to more firmly unite the provinces and to perpetuate Confederation. An Ontario manufacturing company declined to locate in a town which had every requisite excepting that of a *second, or competing railway*.

ELECTORS AND BOARDS OF TRADE MUST AWAKEN.—

If ever there was a time in the history of Canada when electors and boards of trade, and agricultural, mining, lumbering, manufacturing, shipping interests and property owners should make their voices heard it is now.

Since my Paper was sent to the Government, in March last, by the cancellation of trains and the dismissal of hands, the cost of operating the I. C. R. has been reduced, as has also its service to the country. The proposed syndicate would be required to increase the efficiency of the road and the local markets by developing the coal fields over which the I. C. R. runs for more than 100 miles.

From St. John via the proposed rail and water route to the mouth of the Mackenzie River, is about 4,000 miles, and, as elsewhere shown, along the whole of this route there are resources that for their development require connections with the most favorably located Canadian Atlantic winter port, which, to be adequately equipped, must have the proposed 500 acre wet basin, a dry dock, railway and freight grounds, and wharves and elevators.

The readiness with which England has received Canada's reciprocity proposal shows the necessity of the proposed improved inter-provincial communications and of the greatest possible independence of United States ports.

PROHIBITION — FINANCIAL DIFFICULTY MET—There has recently been a united appeal to Parliament from every section of the Dominion to prohibit the manufacture and sale in Canada of the labor-demoralizing, pauperizing, crime-producing and death-dealing intoxicating beverages. The main difficulty in the way of this request being complied with appears to be in the loss of revenue which would be occasioned thereby. If the herein proposed works were carried out, in no better way could the \$100,000,000 saved thereby, and the \$60,000,000 which, without these works, may have to be given to the Provinces, be better employed than in making an end forever of this thrice-accursed traffic. At $3\frac{1}{2}$ per cent. these two sums will represent over \$5,800,000 yearly, and this amount would be largely increased by the revenue obtained from useful commodities purchased with money saved from drink, and with earnings of time now lost through intoxication. And there would also be large savings to the Government in connection with the Penitentiary, Excise, Mounted Police and Military, and possibly other services, aggregating a sum far in excess of the present drink revenue, which is said to have fallen off one million during the past year. Should the Provinces obtain, through the proposed works and de-

velopments, the equivalent of the subsidies referred to, it would be really the same to the central Government as if the Dominion had made the grants. Prohibition will also result in very great financial savings to local governments, and to municipalities and cities throughout Canada.

WHO IS RESPONSIBLE?—Suppose that spirituous liquor had never been introduced into Canada; then suppose some Honorable Finance Minister should prevail upon his colleagues to legalize the manufacture and sale of such liquor. Again, suppose a man from abroad, with an inborn appetite for such drink, were to come here, and, under the influence of liquor made in Canada, should commit murder. Now, if it would be an equitable punishment to imprison for life this foreigner, clearly the minister, the maker of the liquor, and the seller thereof, should be executed.

Again, suppose mad dogs were licensed to the extent that would occasion 6,000 fatal cases in the population of Canada yearly, and suppose that such licenses should contribute to the revenue an amount equal to that derived from liquor; now while this would be the least of the two evils, yet who in the Dominion would rest until such licenses were revoked and such dogs destroyed.

“The people’s business in this matter is to rid themselves of *Taxation, Pauperism, Insanity, Crime*. This is supported by the Supreme Court of the United States, and even by the Judicial Committee of the House of Lords in England.”—*Selected*.

LEGAL TO ABATE THE RUM AND BEER NUISANCE.—

“The doctrine enunciated by the Supreme Court of the United States, that the brewery and beer saloons are nuisances which the people of any State may cause to be abated, and destroyed, should be everywhere and unceasingly proclaimed and enforced.”—*Selected*.

LIQUOR DRINKING PERILOUS TO CANADIANS.—

“Dr. Goodwin, Professor of Chemistry in Queen’s University, Kingston, speaking to workmen in that city recently, drew attention to the fact that of all people Canadians can least afford to tamper with intoxicating beverages. There is quite enough champagne in our climate. ‘The climate,’ said he, ‘has a great deal to do with the ease with which the tipping habit is acquired. There is no question

in my own mind of the truth of that as a general statement. What is comparatively safe in one climate is positively dangerous in another, and I believe that our Canadian climate is particularly perilous in this respect. I have come to the conclusion that, while moderate drinking may be indulged in to a certain extent in European countries without a degree of danger, in Canada, at any rate, moderate drinking is to the born Canadian, as a rule, an impossibility.'"—*Selected*.

BAR-ROOM - PEST-HOUSE GOVERNMENT.—The lamented D'Arcy McGee had projected the formation of a colony in Illinois of his degraded fellow-countrymen of New York City, and in the interest of this colony he met at Buffalo some representative men of New York, who, on hearing the particulars of Mr. McGee's plans, said they had no sympathy whatever therewith, as they preferred that the proposed colonists should remain where they were and run the bar-rooms, and thereby control the elections. It has come to pass that, not only is the city government of New York controlled by the bar-rooms, as proposed, with all the abominations that might be expected from such control, but this state of things is repeated in Boston, New Orleans, Troy, Detroit, Buffalo, and many other United States cities. The least Canada has of such political machines, and of representatives elected thereby, the better, and, please God, she will avoid the effect by abolishing the cause. The foreman of the Grand Jury of New York has recently said that \$7,000,000 yearly is distributed by the bar-rooms and kindred concerns among the policemen of that city.

The late Sir John A. Macdonald warned a liquor delegation that their trade would be at an end, if through their demands they should *wake up the churches*. Prohibition can never be enforced by legislation alone; the churches, the gospel and the power of God omnipotent must be the main reliance. Nearly 3,000 years ago an exterminating expedition, differing in character to the drink expedition, was, in answer to prayer, defeated in a single night, and one hundred and forty and five thousand of the enemy were left dead upon the field. Notwithstanding the assertion of a certain learned one to the contrary, prayer is answered.

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