

THE DAILY NEWS

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DAILY EDITION

Wednesday, Oct. 1, 1913.

TO TRADE BRYAN FOR McBRIDE.

The brotherly love between the United States and Canada would seem to be growing too intense when a serious proposition is made to trade off Secretary of State Bryan for Premier McBride. It is looked upon as a fair and equal swap. It arose from McBride's visit to San Francisco and his address there. The Americans admire the politician who feathers his own nest well and does not neglect the few friends who helped him to do it. Look at the late Mayor Gaynor, an unheard-of Brooklyn lawyer who in some four or five years was able to leave an estate of two millions. Because he did not rob the citizens of New York out of more, they are about to raise a monument to his sterling honesty. Look at Dick Crocker, who, as the boss of Tammany Hall, robbed the same city out of many, many millions, and got away with it to Great Britain, where he has been given everything but a title. Then look at Dick McBride. Is there any wonder the Americans admire him? They admire him as an unscrupulous million maker, just as they admired Vanderbilt, whose only speech that lives in the memory is: "The public be damned."

But would it be an even swap? That we are eager to get rid of McBride the Americans take for granted; that they are so eager to get rid of Bryan is to us open to suspicion. We know him as the man who crucified Wall street on "a cross of gold with a crown of thorns." We know he has been a perpetual candidate for the presidency from that time to this, and that also,

in the words of the old song: "He has never DONE anything since." We might have in Mr. Bryan a do-nothing who would talk us to death.

Still, the desire to be rid of oligarchical rule is widespread throughout this province, and it is not only Sir Richard but his immediate henchmen also that the people desire to be rid of. A correspondent of the South Fort George Herald, for instance, writes to that newspaper as follows:

"In your last issue an article appeared as coming from some paper in San Francisco wanting to trade off Secretary Bryan for our prime minister. I don't know whether that would be a popular movement or not in B. C., but I know one thing that would be a popular movement, and that is to trade off the attorney general, and if our southern neighbors demur at the offer I would give them the president of the Fort Fraser townsite (one of the cabinet) to boot and we might throw in the president of the N. S. Co. too; we could get along nicely without them, and we could use Secretary Bryan as a living monument to our dear departed. I am satisfied that would be a popular movement in Cariboo at least."

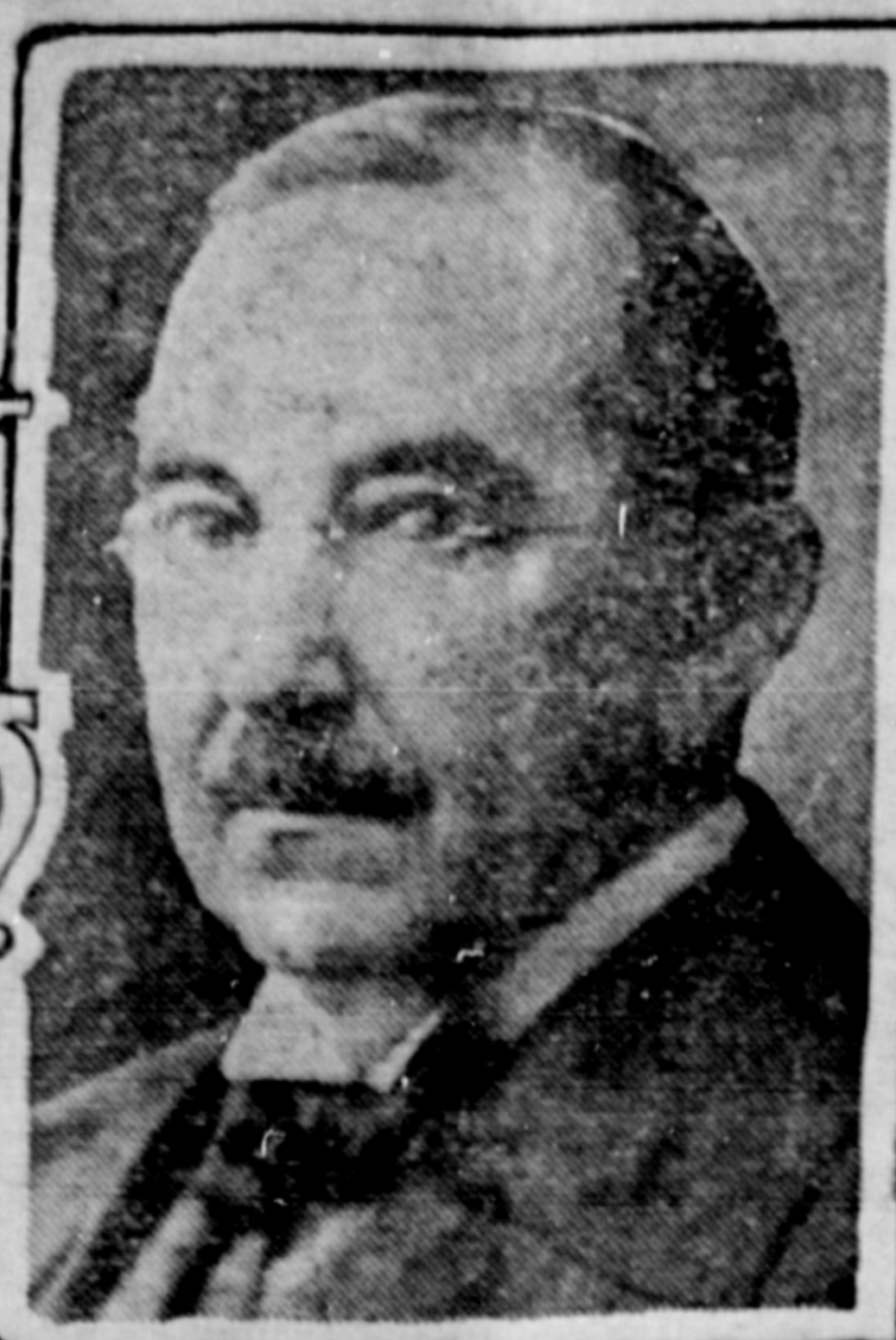
IMPEACHMENT OF BILL SULZER.

Conservative estimates put the cost to the people of New York for the impeachment of Governor Sulzer at a quarter of a million dollars. It will probably run considerably higher. By the time a number of professional politicians, lawyers and notoriety seekers get through with their part, doubtless an extra hundred thousand will have to be shouldered by the taxpayers.

ABLE JUDGES WHO ARE TAKING PART IN IMPEACHMENT OF GOVERNOR SULZER



JUDGE WERNER



JUDGE CUDDEBACK

ABANDON DEFENSE OF BLUNDER THAT STOOD FOR THIRTY YEARS

LIBERAL LEADER MACKENZIE CONTENDED THAT YELLOWHEAD PASS WAS MOST FEASIBLE ROUTE TO COAST WHEN CANADIAN PACIFIC WAS PLANNED.

Away back in the history of the Dominion of Canada, in the days following upon confederation, when it had been definitely decided that a railway must be built from ocean to ocean, there arose a great question as to what route this road must follow to cross the mountains and reach the coast. The question passed beyond one of pure engineering and became one of the political questions of the day. One political party, the Liberal party, led by Alexander MacKenzie, contended that the route from the plains to the Pacific was via the then little known Yellowhead Pass and he sent his surveyors into the wilderness to lay out the route. At this present date, forty years later, the Canadian Northern is announcing that it will have completed its main line within a year, a line which follows the old MacKenzie survey mile for mile from Edmonton to Burrard Inlet, almost without a variation, and the Grand Trunk Pacific is announcing that it will have completed within the year its main line which follows the MacKenzie survey for nearly four hundred miles to the west of Edmonton and reaches the coast by following the first alternative route chosen by the MacKenzie engineers, the Skeena River route, which terminated—according to the explorations then made—at Port Simpson.

At the same time another political party, the Conservative party, contended that the Yellowhead route was too far north, and urged that the Crows' Nest route was the correct route through the mountains. With the Conservatives, then in the opposition, the choice of the southern route became a matter of party policy and by all the rules of the game the success of the Conservative party at the polls should have meant the choice of the Crows' Nest route for the first railway across the Dominion.

But later, when the Conservative party came into power, with Sir John MacDonald at its head, that leader compromised between the claims of the northern route and those of the southern, and chose a middle course by selecting the Kicking Horse as the route across the mountains.

After having used the Kicking Horse route for twenty-eight years the Canadian Pacific Railway's annual report, under date of August 13, and bearing the signature of Sir Thomas Shaughnessy, announces that it is not the intention of the directors to proceed with the double tracking

of the main line, at least along the more difficult sections, "until the Kettle Valley line has been completed between Midway and Hope, in 1915, giving an alternative line between Medicine Hat and the coast."

It is not often that the test of time will vindicate both parties holding opposite views, but in this matter of the most desirable pass through the mountains it is now plain that both parties were right—that either the Yellowhead or the Crows' Nest would have served the purpose for a transcontinental, and that the blunder was when a compromise was attempted between the opposing views. Defense of the compromise was only sustainable so long as neither of the other routes was tried. Now that the Canadian Northern approaches the coast along the original MacKenzie route the Canadian Pacific, in order to meet it, is compelled to complete its Crows' Nest route by linking up Kootenay Landing with Nelson and Midway with Hope, thus abandoning the defense of a blunder which has stood for thirty years.

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Port Edward

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