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W. K. C. PARLEE, L. C. MACNUTT,
Manager. Editor.

DAILY HERALD.

FRIDAY, JUNE 5, 1903.]

THE GAMEY COLLAPSE.

Gamey, the man from Manitoulin whose conspiracy was expected to wreck the Ross Liberal government of Ontario, and drive Prov. Secy. Stratton in disgrace from public life; whose exposure of alleged political corruption in the Ontario legislature made him for the moment a popular Tory hero, and sent everybody into doubt and painful expectation of what was to follow, is painted by the judges' report of the enquiry as a miserable conspirator, a liar and a perjurer, unworthy of credence or belief, and Hon. Mr. Stratton who was charged with gross corruption, and his colleagues in the government with knowledge and acquiescence in a corrupt deal, are triumphantly vindicated.

The report of the commissioners, two judges of the high court of Ontario, unprejudiced by political considerations, is outspoken and conclusive in condemnation of Gamey as a base conspirator, who to cover up his crooked political course concocted a yarn, which for boldness of conception, dishonesty of purpose and completeness of detail is not surpassed by the wildest imagination of the most eminent fiction writer.

Gamey swore that he was paid \$4,000 by Mr. Stratton to support the government; he declared that the money was personally delivered to him by the provincial secretary and the officials of his office, and Mr. Stratton was proclaimed by Toryism as an utterly corrupt man unworthy of public confidence, and that he must forever disappear from public life, while Gamey was lauded as the purifier of politics and a man entitled to the thanks of all who esteem political honesty and desire the downfall of corruption.

But alas the enquiry, thorough, exhaustive, complete, has shown Gamey as a mere cunning trickster, a man seeking personal gain at the expense of conscience and decency, a conspirator of the lowest type, whose sworn testimony the judges refuse to credit, whose most solemn declarations are regarded as a huge concoction of lies and deceit.

The most disappointed man in the country is Mr. Whitney, the Tory opposition leader in Ontario, who anticipated securing the reins of government as a result of the Gamey conspiracy, but whose hopes are blasted by the judges' report.

Every Canadian who believes that there is still some honor among politicians, who admire the good government Premier Ross and his colleagues have given Ontario, who were sorry to believe that in the Liberal, or any other party, such a base man as Gamey's charges pictured Mr. Stratton, could hold up his head and occupy a position of honor and emolument, will rejoice at the collapse of the conspiracy, and the vindication of the men whose reputations were so seriously attacked.

As for Gamey, there can no longer remain for him a place in political life. He should immediately resign his seat in the legislature before he is unceremoniously kicked out, and retire to the oblivion from which he emerged only a few months ago.

MR. BLAIR'S POSITION.

According to Hon. A. G. Blair's statement to the railway committee, it matters little what route the Grand Pacific charter provides, it will rest with the government and parliament if financial assistance is granted the company, to finally determine the route.

Mr. Blair's position in the matter must be eminently satisfactory to those who are endeavoring to secure for St. John

the recognition its position deserves as the nearest Atlantic port to the west. He declared that as to the line to Moncton he did not look with sympathy upon that proposition. The question of reaching a seaport on Canadian soil with the least mileage was what they should look to. Canada could not afford to deal with great national problems in a sectional way. They would have to take a broad view of the question. If the road was to reach a maritime seaport it would have to take the shortest route to a seaport.

The committee, Mr. Blair thought, was making too much of the route. He held the opinion that the company could not finance the undertaking without public assistance. While that question remained unsettled and the government had not arrived at any decision, it seemed to him idle to talk, whether the road was commenced east or west. It would be in the power of the government, when granting aid, no matter how small, to lay down conditions as to where the line was to be laid. They could not escape responsibility, and parliament would have to deal with the matter. They should pass a bill apart from the question of aid.

On Mr. Wilnot's motion to make St. John instead of Moncton the eastern terminus of the road, which was lost 56 to 27, Mr. Blair, Mr. Wilnot, Mr. Gibson, Mr. Hale and Mr. Costigan voted yea. Mr. Emmerson, the only other New Brunswick member of the committee present, voted for Moncton, and so did the Nova Scotia members.

THE GRAND TRUNK ROUTE.

The railway committee is done wrestling with the Grand Trunk Pacific bill and its next appearance will be in the House of Commons. The fight of the maritime province members compelled the company to consent to an amendment providing for extension of the road through New Brunswick, and Moncton is named in the bill as the terminal. There is a growing belief however that the line will be built by the shortest route from Quebec to St. John, and that it will pass down the St. John valley through Fredericton. Mr. Blair's last observations to the committee point in that direction, and it is noticeable that he did not speak of using the I. C. R., but declared for the shortest route to St. John. The company could utilize the Temiscouata road, and to satisfy Westmorland and Nova Scotia, construct a link from Chipman to Moncton.

The question of route is however still unsettled and will be until the government states its policy in the matter on the application of the company for financial aid.

Supt. Downie of the C. P. R. Atlantic division, who spent last evening in Fredericton and met a number of prominent citizens, created a most favorable impression. Mr. Downie says he is delighted with New Brunswick and New Brunswick people, and it is safe to say that the feeling is very heartily reciprocated.

Rumor connects the name of Mr. H. F. McLatchy, M. P. P. of Campbellton, with the county court judgeship of the northern counties which will be vacated by the retirement of Judge Wilkinson, when the bill before parliament respecting the judges passes.

Great sympathy will be felt for Hon. A. T. Dunn, who lost his home and his business premises in the Musquash fire, which practically wiped out that pretty little village.

Liberals of Kings county meet tomorrow at Hampton to take steps towards nominating a candidate for the House of Commons.

An Ottawa despatch says it is likely that George E. Casey, ex-M. P., will be appointed Dominion archivist.

The circus showed last night at Ottawa and there was a small attendance in the House of Commons.

Lost.

On the street today, a small gold locket with bit of chain attached and lady's picture inside. The finder will be rewarded on leaving it at the Herald office. —d3i.

ROYAL VISIT TO IRELAND.

(Special to the Daily Herald).

London, June 5.—It is officially announced that King Edward and Queen Alexandra will arrive in Dublin July 21, on their visit to Ireland.

Yes, Quite Right.

Yes, it is at Edgcombe's where they are selling that daisy of a black sateen skirt for 75c. Mr. Edgcombe has put sateen skirts within the reach of all by giving the public such extraordinary value for their money.—d.

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ROBERT SCOTT,
Manager.

June 4.—d4f

LOST.

Lost by the subscriber, on one of the city streets yesterday, a large sized silver-plated hub band, belonging to a Hearse. Finder will confer a favor by leaving the same with

GEORGE W. ADAMS,
Undertaker.

Fredericton, May 30th, 1903.—d2i

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May 20.—d2 mos

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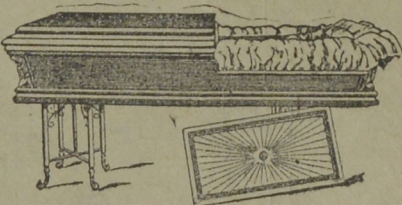
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Ladies' Cotton Wrappers,
Children's White Dresses,
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