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DAILY HERALD.

SATURDAY, SEPTEMBER 19, 1903.

THE EXHIBITION.

The Fredericton exhibition will be formally opened at 3 o'clock Monday afternoon, and all the indications point to the most extensive and successful show ever held in this city. The management has been fortunate in securing the services of Lord Dundonald, commander-in-chief of the Canadian militia, to open the exhibition, and doubtless his presence will draw an unusually large crowd of people to witness the formal ceremonies.

The new buildings have greatly enlarged the facilities for the exhibition, and the number of entries is larger than ever before. The side attractions for the amusement of the people have been carefully selected and should draw immense crowds.

The gentlemen composing the executive and the various committees have labored diligently to make the exhibition a success, and there is every prospect that their efforts will be liberally rewarded.

Next week should be a record one in the matter of visitors, and with fine weather there is no doubt everybody who comes to Fredericton will be more than pleased with what they will be able to witness.

SUPPRESSING THE FACTS.

The St. John Sun represents Sir Sanford Fleming as opposed to the government's transcontinental railway policy, deliberately mistating that gentleman's position on the question, and deceiving its readers.

Sir Sanford in an interview with a press representative said: "I desire to express the great satisfaction I have in knowing that the policy of the Government is to establish a great railway, to open up for settlement and human industry the untitled and unoccupied habitable lands of the Dominion. I have faith in the wisdom of the policy; I have faith in an all-rail means of conveying the products of the farm to the seaboard. If asked what course should be followed, I would answer, 'Make haste, but make haste slowly and wisely. Do not lose a day in proceeding with the location of such a railway as that specified by Mr. Charlton in his speech on the subject on August 12 last, a railway that would carry grain from the distant prairie fields to Quebec cheaper than by any other route. Having secured such a location, and not till then, employ every man, bend every back, strain every nerve to complete the middle section of the line so much needed. This done, and not till then, proceed as it may seem best to complete from sea to sea the national trunk transcontinental railway.'"

Having thus pronounced himself in favor of the government policy, Sir Sanford turned to Mr. Borden's alternative Tory policy which he condemned in these words:

"The alternative does not commend itself to my mind, for a number of strong reasons. Notwithstanding the great initial cost, it would prove totally inadequate for the half year. It could in no way be compared with an all-rail line established specially for cheap grain carrying from the heart of the prairie region on the main Saskatchewan direct to Quebec. The latter would prove in all respects a national communication. If a map be examined, it will be seen that this northern route would add breadth to the Dominion, would develop industries and promote settlement in the great hinterland of Ontario and Quebec, while the alternative proposal would not have the same tendency."

The Sun should be above misrepresenting Sir Sanford's observations even for political purposes, and its falsification of his attitude is a degrading and dishonest species of journalism.

A SAMPLE CASE.

Tories who are kicking over the alleged inequalities of the redistribution bill conveniently forget the iniquities of their infamous gerrymander of 1882 when Sir John Macdonald cut and carved Ontario to defeat as many Liberals as possible. Ever since that date the Liberals of Ontario have been laboring under great disadvantages, but these will be largely removed by the terms of the redistribution bill which has been adopted in the House of Commons with the exception of two or three clauses relating to as many constituencies. The wicked attempt made by the Tories in 1882 to gerrymander Sir Richard Cartwright out of parliament, was referred to in the House the other day by that gentleman, who gave his own experience to illustrate what was effected in many other constituencies of Ontario.

Sir Richard said that perhaps the House and the country would like to know, and perhaps the gentlemen on the Opposition benches, who were appealing to the Liberal side of the House for what they called fair play, would like to know how he was treated in 1882. The county of Huron, one of the ridings of which he represented, was redistributed by the Conservative government with the intention that he would find it a matter of extreme difficulty to obtain a nomination for the House. He went up to the county, and had the honor of being unanimously nominated to one of the redistributed ridings. But when he came back to Ottawa, and when the Conservative government found he was going to be nominated in spite of their redistribution, they tore his new riding, Centre Huron, entirely to pieces, and redistributed it in such a manner that he could not claim that any one of the new constituencies belonged to him more than another. He then went to South Oxford, which he now had the honor to represent. It was the first time in his Parliamentary experience he had heard it so much as suggested that the Conservative party had ever given any consideration to suggestions from the Liberal party in that connection. He had given this illustration of Conservative redistribution because he thought it right the House should understand that there were serious grievances to redress. He said it advisedly that if the Conservatives retained power in 1887, and again in 1891, it was not due, so far as Ontario was concerned, to the will of the people, but it was due to the gerrymander. He had placed the figures upon record that they might remain as a testimony to the position in which the Liberal party found itself when called upon to grapple with the question of redistribution.

Lord Dundonald who commanded the cavalry brigade of Buller's army in Natal was the first British officer to enter Ladysmith when that town was relieved. A despatch from Buller published in the Herald of March 1, 1900, said: "Dundonald with the Natal carbineers and a composite regiment entered Ladysmith last night." The hero of that day, Lord Dundonald will arrive in Fredericton this evening and will open the Fredericton exhibition at 3 p. m. Monday.

Mr. Fowler, M. P., does not like the idea of King's and Albert counties being united for the purposes of federal representation. Mr. Fowler speaks feelingly on the subject. He realizes that his chances for re-election are reduced to an infinitesimal point by such a union. The representative of the united counties will be a Liberal.

The St. John Globe thinks Mr. Emmerson is not likely to be the new Minister of Railways, but with the Globe the wish is father to the thought. The Globe opposed Mr. Emmerson when he was premier of New Brunswick, and when once that paper gets its knife into a public man it never removes the blade.

Canadians are paying over \$17,000,000 annually in life insurance premiums, and of that amount \$10,000,000 goes to Canadian companies, \$5,700,000 to American and \$1,400,000 to British companies.

Gamey in Ontario and Tarte in Quebec will bear the Tory banner aloft, and thus will the high moral and political principles of the grand old party be exemplified.

Hon. Mr. Blair was again heard in Parliament last night, when he defended the union of King's and Albert for federal purposes.

In Parliament yesterday Hon. A. G. Blair emphatically denied the report that he would become solicitor for the C. P. R.

It will be worth a quarter to see the hero of Ladysmith's relief on Monday, not to mention the exhibition.

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