

THE DAILY HERALD

Published every evening, (Sunday excepted) by the

Herald Printing & Publishing Co.,

(LIMITED.)

Fredericton, N. B.

SUBSCRIPTION: \$4.00 PER ANNUM.

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Manager. Editor

DAILY HERALD.

MONDAY, SEPTEMBER 28, 1903.

LAST WEEK'S SUCCESS.

Now that the Fredericton exhibition is a thing of the past, a reference to the splendid success it obtained will not be out of place.

There were some discouragements at the outset to the gentlemen who undertook the enormous labor of planning and conducting the affair. The buildings and grounds were inadequate, and the important question of finance loomed up before the promoters, but all these difficulties were met and overcome. The local government and the city council were appealed to for financial assistance, and both bodies very generously responded. Some private subscriptions were also received, and the work went on.

The various committees were employed practically all summer in preparation for the exhibition, and how thoroughly their duties were discharged, is proved by the success which attended their efforts. The promoters gave most freely of their time and energy to ensure satisfactory results, and one and all are entitled to the sincere thanks of this community. The exhibition in all its features was a marked success, no better and few as good have ever been held in New Brunswick.

Some useful lessons are drawn from the event by that eloquent preacher and estimable citizen Rev. Dean Partridge, and all the kind words he spoke of the management will be re-echoed by everybody conversant with the facts.

All honor then to the gentleman who promoted the Fredericton exhibition of 1903; they have no reward except in the feeling of satisfaction that their work was well and conscientiously done, and that the city in which they reside and the province at large have largely profited materially as well as otherwise as the result of their patient and energetic efforts.

MR. BLAIR AND THE TELEGRAPH.

In our telegraphic columns Saturday, prominence was given to what Mr. Blair had to say about his connection with the St. John Telegraph, the ex-minister of railways denying all responsibility for the recent fops of that newspaper on the Grand Trunk Pacific railway question.

Mr. Blair has also been interviewed by the Halifax Chronicle, and in response to the suggestion that the Telegraph is publicly regarded as his organ, said:

"Do you think that the public will attribute the vacillation of the Telegraph on the government railway scheme to my inspiration? I should hope they would not, because if they do they will do me a great injustice. I have not changed my views on this question since I stated them in parliament. It is true that since my speech in the House of Commons on the introduction of the Grand Trunk Pacific resolution I have taken no part in the discussion of the details. But I have my reasons for not participating in this controversial debate. I chose to rest the case in defence of my resignation from the ministry upon what had been said. I did not propose to enter upon an unpleasant series of controversies with my former colleagues and accentuate the disagreement between us, especially as on all other questions I am in accord with them.

"As to The Daily Telegraph being my personal organ," continued Mr. Blair, "I shall have to demur in the statement. It was acquired through the co-operation of a number of gentlemen anxious to promote the cause of Liberalism in the Province, and as the provincial leader of the Liberal party it would naturally be supposed to be inspired by me politically.

I have done very little newspaper inspiring during my political life, and less since coming to Ottawa, if possible, than ever before. The article recently published in The Telegraph withdrawing its criticism upon the G. T. P. measure and affirming its intention of supporting the project, was a surprise for me. I had neither suggested nor inspired it. Nor was I a party, directly or indirectly, to the publication of the last article of Wednesday re-affirming the views the Telegraph had previously withdrawn."

"You do not control The Telegraph Mr. Blair?"

"No."

In the meantime the Telegraph continues its hysterical appeals to the Senate to defeat the Grand Trunk Pacific bill, and quotes in poster type, extracts from Mr. Blair's speech on the question.

A BUMPTIOUS LITTLE MAN.

Mr. Tarte is growing more bumptious than ever. At a political meeting in Joliette, Saturday afternoon, he declared that he knew more about the transportation question than Sir Wilfrid Laurier and all his cabinet ministers. What a wonderful little man this Mr. Tarte is, or thinks he is. Is it not a wonder that Canada's progress did not stop the moment he was 'pushed out of the government?

"And still they gazed,
And still this wonder grew,
That one small head could carry all he knew."

Mr. Tarte is engaged in the difficult task of arousing Quebec against Sir Wilfrid Laurier, and he is making about as much progress as a man with a pick could in disturbing the foundations of Gibraltar. He is of course getting a hearing from the Tories, but that class of people are mighty scarce in Quebec. In the meantime Mr. Tarte's Liberal constituents in Montreal are preparing to call him to account for deserting the party that elected him to parliament. They think he should resign and not continue to misrepresent the views of the electors who sent him to Ottawa.

In the general absence of friendly comment in the St. John press with respect to the exhibition, the following from the Gazette of that city will be appreciated in this city. "The people of Fredericton are deserving of the greatest possible credit for the efforts which they have put forth to make the exhibition in their city a success, and we are pleased to learn that the testimony of all who had the opportunity of visiting it is that it is one of the best and most attractive shows ever held in the province."

Mr. Blair's assurance that he is in accord with the government on all other questions except the Grand Trunk railway measure, is cold comfort for the Tories, who have been diligently angling for the distinguished New Brunswicker.

It is said that Sir Christopher Furness is behind the proposed re-organization of the Soo industries, now paralyzed for want of capital, and that he has already put \$3,000,000 into the enterprise.

Golightly is the name of Truro's new policeman, a very suggestive cognomen. He should be a great success in slipping on offenders.

One Cause of Deafness.
"Deafness is often caused by the violence with which people blow their noses," said a New York specialist in eye and ear diseases. "There is an intimate relation between the aural and nasal passages. You sometimes feel it when you are bathing and get your nose full of water. Then you will find more deafness in localities where the residents are subject to catarrh. In the straining attendant on blowing the nose persons stretch the eardrum. Sometimes they burst the membrane. I have handled many cases of this sort, where deafness came suddenly after a heavy cold in the head."

Making Up.
"Miss Ethel is a long time coming down," said the youth to the servant after waiting some time for the young lady's appearance. "Perhaps," he added, with a laugh, "perhaps she is making up her mind whether to see me or not."
"No," said the servant, with an icy smile; "it is not her mind she is making up."

Too Rusty.
Lady (after singing a few rusty notes) — Don't you think my voice should be brought out?
Manager—No; pushed back.

The Only Disagreeable Part.
It is only the first half of any job that is disagreeable. The second half is worse.—New Orleans Times-Democrat.

Some men are known by the company they are unable to get into.

ANNOUNCEMENT.

Having disposed of my Coal and Feed Business to F. H. Everett, I desire all parties having accounts against me to render the same. All parties owing me are requested to make payment on or before October 1st. I take this opportunity of thanking my patrons for their liberal patronage while doing business, and I respectfully request that they will extend the same to my successor Mr. F. H. Everett.

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Sept. 10—d121w21

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Public Notice.

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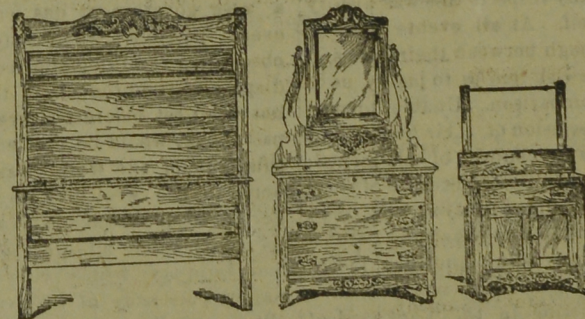
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