

THE DAILY HERALD

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DAILY HERALD.

SATURDAY, MARCH 28, 1903.

ABOUT RAILWAY SUBSIDIES.

A big delegation of Ontario farmers waited on the government at Ottawa the other day, and demanded that no further subsidies either in lands or cash shall be paid to railway companies.

Mr. Fielding asked the deputation if they had railway facilities and means of shipping their products to market.

The farmers answered that they had.

Mr. Fielding—Then, would you say that the farmers in some other portion of Canada should not have equal facilities?

Mr. Smith, speaking for the deputation—I would say that the railways should be built entirely at the expense of the promoters, or as a government undertaking.

Mr. Fielding—That is not an answer to my question. Should not other farmers be entitled to the same facilities that you enjoy?

Mr. Smith—Our position is, not another dollar for railway bonuses.

This colloquy shows how selfish the farmers of the delegation are. They are well provided for railway facilities themselves—railways probably at their very doors, constructed largely by means of government subsidies, yet they want to shut out other people from the advantages they themselves are enjoying.

If the deputation really represented the farmers of Ontario, the conclusion is irresistible that the class should be feeding at the swine trough instead of putting on clothes, hieing to Ottawa and attempting to dictate the government policy on an important question.

Suppose the farmers living along the line of the Gibson branch railway or along the Canada Eastern should go to Ottawa and demand of the government that no subsidies shall be paid for the construction of a railway down the St. John valley where the people are cut off from easy means of communication the greater part of the year, would we regard such a delegation as other than selfish, piggish individuals?

Ontario is gridironed with railways, but the farmers of that province are opposed to other parts of Canada receiving similar advantages. Not a dollar nor an acre of land they say, to construct railways through the great west, through New Brunswick or other parts of Canada needing such modern facilities.

The time has certainly arrived when the provincial government should hesitate before granting further railway subsidies. Our revenue is limited, we cannot afford to assume any great increase of interest charges for railway subsidy bonds or any other class of expenditure, but with Canada the case is different. The federal treasury is always expanding and it is the duty of the federal authorities to assist as far as possible railway enterprises that are likely to lead to the greater development of the country.

There are some railway schemes however to which the local authorities of this province are practically committed and which they will have to see through to the extent of subsidizing to the usual amount. A line of railway down the St. John Valley is one of these, a road that has been promised to the people for more than a generation, and we were glad to hear Mr. Hazen in his speech on the address put in a plea in behalf of that line. Whether this line is built as a part of the Grand Trunk Pacific road or as a separate enterprise, there is no denying that justice to central New Brunswick demands that it shall be speedily constructed. Mr. Hazen took the ground that the legislature of New Brunswick should insist that if the Grand Trunk

Pacific seeks an outlet at St. John, it shall construct its line down the western side of the St. John river.

We observe that in Parliament at Ottawa Mr. Logan, of Cumberland, has charge of a bill providing for a road through New Brunswick direct to Moncton, but if that is a part of the Grand Trunk scheme it will not suit this province, and the measure should be carefully watched by those whose duty it is to protect New Brunswick interests at the federal capital.

EXCUSABLE DELAY.

No doubt the members of the Legislature are unanimous in their desire to prevent the incorporation of the Winding Ledges Dam Company by the Parliament of Canada, but their effort in that direction will not suffer by reason of delay in passing Mr. Hazen's resolution for a few days. The bill which is in charge of Mr. Costigan at Ottawa has not yet been before committee, and the protest from the legislature will reach the federal capital in ample time to have the effect intended. The local government has already wired a strong protest against the proposed legislation, and Hon. Mr. McKeown is at Ottawa to exert his influence to the same end.

The postponement of the legislature's action was due to a strong protest from prominent residents of Madawaska who favor the erection of the proposed dam as in the interests of that part of the province, but these interests must give way in the face of the grave danger which the erection would cause to the lumber business of the St. John river. It is only fair, however, that the Madawaska view should be heard before the assembly resolution is pressed to a vote, particularly as a few days' delay will not in the least interfere with the purpose the legislature has in view. Dr. Pugsley's motion for a special committee to hear the Madawaska delegation was acceded to unanimously, so that in attempting to prejudice the attorney general for his action, the Sun is also attacking its own friends in the legislature. The special committee will meet on Monday, report to the House, on Wednesday and the legislature's protest will be on its way to the capital immediately thereafter, and in plenty of time to serve its purpose.

In the meantime influential New Brunswickers at Ottawa, are actively exerting themselves to frustrate the efforts of the Dam Company to secure incorporation. They met Friday and arranged their plan of campaign, and also talked the matter over with Mr. Blair. All the New Brunswick representatives in parliament, with the single exception of Mr. Costigan, are opposed to incorporating the company, and backed by the efforts of the local

government and legislature should be able to make a successful fight when the bill comes before parliament.

The Fredericton Herald, in discussing tourist matters, continues to endeavor to stir up sectional jealousy against St. John.—St. John Star. [The Herald is making no effort to stir sectional jealousy, but we are posting Fredericton on its guard against being swallowed up by St. John in the tourist business, and our view of the matter is that of the Fredericton Tourist Association, which so far has declined to meet the proposal of the St. John Association for amalgamation and and practical effacement of the Fredericton Association]

Mr. H. F. McLatchey, M. P. P., who helped to put Mr. Mott to sleep in Restigouche, is receiving a very hearty welcome on his arrival to assume his legislative duties. Mr. McLatchey is an energetic gentleman, with an excellent standing at the New Brunswick bar, an effective speaker, and has in him the qualities necessary for the development of a successful and popular public man.

The Telegraph says that the Tory executive of St. John will put Ald. Macrae up against Hon. H. A. McKeown in the pending bye election. The machine will exercise very bad judgment by courting the overwhelming defeat awaiting Ald. Macrae.

One of the Nova Scotia burglars is an orator. Can it be that he is a New Brunswick or Ontario politician who has got tired of the ordinary machine method of getting rich?—Sun. [Possibly. There are a lot of Tory orators in both provinces out of political jobs.]

An Ottawa despatch says it is settled that Albert will be added to Kings for federal purposes. If so Mr. Fowler, M. P., might as well pack up his traps and bid good-bye to parliament.

Gen. Sir Hector Macdonald's remains are to be interred in his native Scotland. The deceased was only 50 years old. He had been separated from his wife for several years.

Premier Ross' motion in the Ontario legislature to appoint a commission of judges to investigate the Gamey charges was adopted by a vote of 50 to 45.

The Fredericton civic assessment for the current year is \$4,200 more than last year, but it is \$1,400 less than the figures for 1901.

A New Broom.

A large assortment of brooms just received at G. T. Whelpley's, ranging in prices at 18, 20, 25, 30, 35 and 40 cents each.—d



The finest creamery butter, the kind you like on your own table, is absolutely the only kind that's ever used in Christie's Biscuits.

The fact that various grades of butter can be bought for 5 to 15c. per pound less than the kind used in Christie's Biscuits, indicates the jealousy of Christies for the reputation of their Biscuits.

Over 600 varieties.
At all grocers.

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FEBRUARY 27th.

John J. Weddall & Son

HAVE OPENED

New Spring Costumes,
New Spring Skirts,
New Spring Coats,
Black Sateen Skirts.

JOHN J. WEDDALL & SON,

AGENTS FOR STANDARD PATTERNS.

Dever Bros.

Opened this Day 25

March 23
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Doz. Ladies' Cotton
Wrappers from \$1
to \$1.75.

DEVER BROS.

JOHN G. ADAMS,
The Leading
Undertaker..

Down Town. Next above Queen Hotel 'Phone 26

Cash Prizes

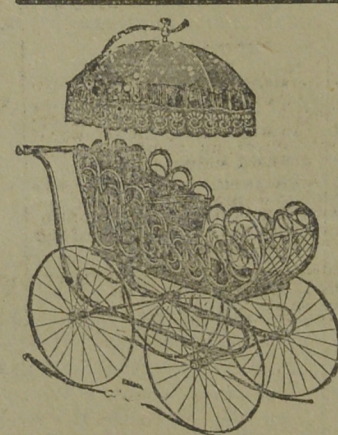
W. Atlee Burpee, the Philadelphia seed house, offers the following cash prizes to be given at the Provincial Exhibition at Fredericton next fall:

\$7 for best collection Vegetables,
\$3 for second best collection Vegetables,
\$3 for best and largest exhibit Sweet Peas,
\$2 for second best and largest exhibit of Sweet Peas.

Seeds to be purchased direct from W. Atlee Burpee, Philadelphia, or from Burpee's Fredericton Agent.

City Hall Corner **Geo. Y. Dibblee**

CHOOSE While there is **PLENTY**



We have just received our new line of Children's Carriages and Go-Carts in great variety of Styles and prices. If Baby must have a new carriage now is the time to select one before the best values are picked out.

LEMONT & SONS
Our Sale of Enamel Ware Still Going on.