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DAILY HERALD.

WEDNESDAY, SEPTEMBER 30, 1903.

ST. JOHN STREET SEWER.

The civic authorities have become badly mixed in laying down the St. John street sewer. The sum of \$1,000 was assessed for this service, with the understanding that the sewer was to be terra cotta from end to end. It develops however that there is scarcely enough of that material for two blocks, and for the remainder the old wooden sewer with a new covering is being utilized, a waste of good money, an exceedingly bad piece of business.

Residents of St. John street who have had flooded cellars as a result of the neglect of the authorities to repair or lay a new sewer long ago, are very much displeased with the work as it is being done, alternating blocks of terra cotta pipe with the old wooden sewers patched up, to serve a temporary purpose, and are demanding that the original intention of the council, the construction of a terra cotta sewer from end to end, be carried out. It is simply throwing money away to patch the old sewer, and the work will have to be done over again in a few years, whereas a terra cotta sewer would last for a generation or more.

What was the purpose of the road committee ordering only sufficient terra cotta pipe for a couple of blocks, and what is there to prevent them from yet securing enough to finish the job.

The Herald, speaking in behalf of the people who have been taxed to provide an entirely new service, and especially for the residents of St. John street who have patiently submitted to flooded cellars with the hope that the job of laying a new sewer when undertaken would be thoroughly done, protests against the patch work on the old sewer, and demands a full length terra cotta sewer.

Perhaps Ald. Farrell, who presides over the roads and streets department, has some explanation to offer for the change in the original intention of the council; if so, we shall be glad to have it. In the meantime Queen's ward, in which the work is situated, is supposed to have two aldermen to look after its interests. Where are they while the sewer business is being so badly handled?

THE RAILWAY SCHEME.

The politician or the newspaper that assumes that the majority of the people of New Brunswick are opposed to the construction of the Grand Trunk Pacific railway, fails to grasp the trend of public opinion in this province.

The reading, intelligent people who are aware of the wonderful development of the Northwest, and the absolute necessity of greater railway facilities for moving the grain crop to the seaboard; the men of Canada who desire to see the almost limitless lands north of the C. P. R. line in the west colonized and developed; the residents of the middle and eastern provinces who are looking for new markets for manufactures and other products of these provinces; the patriotic people who want to see Canada entirely independent of any trade trammels liable to be imposed at any time by the neighboring republic; all who are anxious for the prosperity and advancement of the country, are agreed that this growing Dominion must have, and that immediately, another transcontinental railway, from ocean to ocean, starting at a Canadian port, running entirely through Canadian territory, and ending at a Canadian port.

It will not do to wait until traffic is congested, until immigrants pouring in to occupy our unsettled lands are without the facilities necessary to aid them in

colonizing the country. The time to build the road is now, when the country is prosperous, when the revenue is buoyant, when the demand is pressing for more extensive railway accommodation. The government has not hesitated, the House of Commons has not hesitated, and the Senate will not hesitate in putting through the transcontinental railway scheme.

It is true the Tory party are opposing the railway policy of the government, but recognizing the force of public opinion in favor of another line, they offer an alternative proposition, a combination land and water route that would be more expensive and less efficient than the government plan. Mr. Borden himself in his speeches in parliament, admits the necessity for another road, and when he does that, the main contention against the government policy is swept away. Mr. Blair who is now quoted approvingly by the Tory press, a little over a year ago, declared to western audiences that not one nor two, but three or four transcontinental railways would soon be necessary if Canada was to maintain her onward march of progress and development. The conditions now are unaltered; the need for another road is even greater than it was one year ago. The government correctly interprets public opinion all over Canada when it proceeds with vigor to construct the new line, and it will not be turned from its purpose by the exploiting of Tory petitions in parliament, nor the hysteric screeching of Tory organs, or other newspapers claiming to be independent, but really conducted to serve individual ends.

IMMIGRATION PROSPECTS.

For the year ending June 30, 1903, the number of new settlers who came to Canada reached the splendid total of 128,000, breaking all former records, but the prospects for the current year are that the number of immigrants will probably be 200,000.

The government immigration bureau is one of the best organized and most effective services, whether on this or the other side of the Atlantic. If there is one thing more than another for which Hon. Mr. Sifton is deserving the hearty thanks of Canadians, it is the energy and intelligence which he has thrown into the immigration business, and the success which he has met in inducing new settlers to come to Canada from the Western States and from almost every country in Europe, is proof of the wisdom of his policy and administration.

Mr. Robt. Kerr, C. P. R. passenger traffic manager, who has just returned from Europe, says that he confidently expects that next season will see a greater flow of immigration to Canada than we have ever had. He says he found a great and growing interest in Canada and especially was this the case in Great Britain and in Germany. Every one seemed interested in Canada and he marked the growing desire to learn more about Canada, with the ultimate idea of coming here to settle. In former years little attention was paid to Canada. If a man wanted to come out here he came and that was all there was to it, but the same eagerness of information on Canada was not as noticeable then as now.

"I think," Mr. Kerr adds, "that British emigration to Canada is just about starting, and I believe next year will be a splendid one from a standpoint of immigration. In previous years we got the bulk of immigrants in the early summer and if we did not get them then it was fair saying that we would not get them before the following year. This year it is different. On the ship on which I came out we had some 600 emigrants, a fine looking lot.

A similar opinion as to the increase in the immigration to Canada next year is expressed by Mr. Clarence L. Williams, city ticket agent of the C. P. R. in Chicago. Mr. Williams, however, deals with the influx from across the line of American farmers. He says that inquiries have been received at the Chicago office from people as far south as Tennessee and in all the Western States, who are thinking of migrating

to Canada. Next year he believes will see two or three times as many Americans coming over as came this year. These visitors are of the class who want large farms of from 600 to 1,000 acres, and the result will be a great increase in the population of the great west.

"The Canadian Government has been doing a work in the Western and Southern States," Mr. Williams said, "that will redound to its credit, and be the means of making this country what it deserves to be—the greater Canada."

"YOUNG MAN BE GOOD."

The time has arrived when employers find it necessary in their own and the public interest to demand that men occupying positions of trust shall be free from vices which enthrall and destroy character, and endanger public safety. Especially is this true of the great railway corporations with respect to intemperance. Many a railway accident would never have occurred but for the drunkenness of some trusted employee. Only a few months ago two trains crashed into each other at Windsor Junction, N. S., because one of the engine drivers was drunk and asleep at his post. The only remedy the public has against such disasters, the only safeguard is that railway corporations must insist that the men they employ must be free from the vice of intemperance.

"Young man be good." This is the ultimatum delivered to some 30,000 young men by their employers at Chicago. Race track gambling, excessive indulgence in liquor, immoral conduct, late hours and excessive cigarette smoking are vices charged to the young men.

The Western Electric Company of Chicago, which employs about 2,000 men, posted this drastic notice in their shops and offices: "Playing the races and all other forms of gambling, immoral conduct and excessive use of liquor and cigarettes, greatly impair one's usefulness. Notice is hereby given that any employee who thus abuses himself is subject to dismissal."

The wave of reform has spread to many of the great business corporations of the city. The big wholesale and retail stores of Marshall Field & Co., have the same laws in operation which the electric company is enforcing and the railway companies are following suit.

The Northumberland county exhibition was formally opened at Chatham last night by Governor Snowball, and is a marked success. His Honor delivered an address in which he called attention to the agricultural and other resources of the county, and was followed by Premier Tweedie and all the other members of the local government in felicitous speeches. The attendance at the opening numbered 1,000, and there is every prospect that the exhibition will be a great success.

It is reported that Mr. F. H. Hale, M. P. for Carleton, who recently returned from an extended visit to British Columbia, has about decided to locate in that province, which means that he will retire from political life. Mr. Hale has been a useful and energetic citizen of this province, conducting an extensive industrial enterprise, giving employment to a large number of people, and his removal to another province will be generally regretted.

Sir Thomas Lipton does not yet despair of lifting the America cup. He says if he was certain of securing a designer who could beat Herreshoff he would have a Shamrock IV and challenge for the cup. Sir Thomas is rapidly recovering from his recent severe illness.



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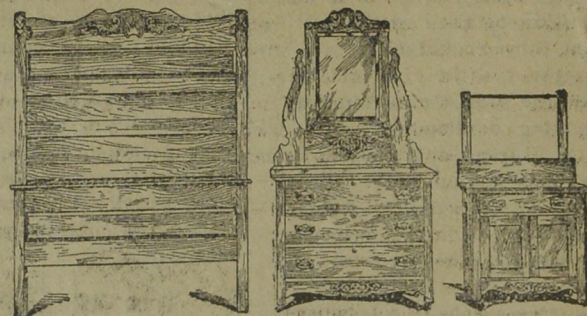
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