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DAILY HERALD.

WEDNESDAY, MAY 13, 1903.

THE STRUGGLE AT OTTAWA.

If an Ottawa despatch respecting the Grand Trunk Pacific scheme is to be relied on, the prospect for the Maritime Provinces securing justice in the matter is encouraging.

It is stated that a delegation of Liberal members headed by Hon. H. R. Emerson, waited on the Premier and secured from him the assurance that no subsidy would be granted the company until they agreed to build their line to maritime province ports. This is satisfactory so far as it goes, but the men who are guarding maritime province interests must see to it that such stipulation as is promised by the Premier is made a provision of the company's charter. There must be no let up in the agitation for maritime province rights until the company are bound by a solemn compact with parliament that their eastern termini or termini must be in the maritime provinces.

People who express surprise that a panic should be aroused over this question, are forgetful that great corporations sometimes exercise influence powerful enough to rid themselves of public obligations unless pinned hard and fast by law. It will be remembered that some years ago when the agitation was on for the construction of the Short Line railway through Maine as part of the C. P. R., to connect with the Intercolonial, it was practically settled that the line should be built from Harvey to Moncton through this city. Surveys were made and other preliminaries arranged, but the company was powerful enough to rid itself of the obligation and Fredericton was side-tracked. This must not be repeated in the Grand Trunk scheme.

Once the Grand Trunk Company are compelled by act of parliament to agree to extend their line to the maritime provinces, before claiming any financial assistance from the country, the question of route must be determined, and it will be the duty of the New Brunswick members of parliament to insist that the road shall traverse the St. John River valley to St. John. There should be no difficulty in even the North Shore members agreeing to this route. In the localities they represent they have the Intercolonial, and as a measure of justice they should be willing to assist the representatives of the river and southern counties to secure the route down the St. John valley. No doubt Halifax will expect the Grand Trunk to make connections with that city, and this could easily be done by utilizing the new road now under construction from Fredericton to Chipman, and building the link between the latter place and the Intercolonial at Moncton.

A local contemporary falls into error in discussing the proposed route through this province of the Mann-McKenzie road. The bill for its incorporation now before Parliament provides for a direct route from Quebec to Moncton without touching Fredericton, and not down the St. John valley as erroneously stated.

The Telegraph censures Messrs. Hale and Fowler for sending an alarmist telegram to the St. John Board of Trade, but those who are interested in securing the extension of the Grand Trunk line through this province should welcome assistance from any and every quarter. No doubt the Minister of Railways is ready, and anxious and competent to see that New Brunswick interests are not sacrificed, but he may have a heavy fight before him in impressing on parliament

the importance of the issue at stake, and it is well that every New Brunswick member, whether Liberal or Conservative should be lined up in his support. A disunited New Brunswick delegation might be fatal to our contention.

The people of New Brunswick however have every confidence in Mr. Blair's loyalty to his province, and we believe that if the Grand Trunk Company are finally compelled to build to maritime province ports it will be very largely the result of the stand which the minister of railways has taken in the government for the protection of maritime province interests. On no occasion has Mr. Blair been found wanting when the expectations of his native province were turned towards him, and backed up by a united public opinion and a united Parliamentary representation from this province he may be expected to secure from the Grand Trunk Company the concession we so much desire.

In the meantime eternal vigilance is the price of victory, and we must leave no stone unturned that will ensure the extension of the new trans-continental railway through this province and down the St. John river valley.

The proceedings before the railway committee today, are given in our despatches, but they are not altogether satisfactory from a New Brunswick standpoint. Mr. Hays has been forced to agree to build the road through the Maritime provinces on condition that a satisfactory arrangement cannot be made with the Intercolonial, but that will not meet the contention of those who want the most direct route to St. John. No doubt Nova Scotian representatives like Mr. Wade of Annapolis, would like to see the line built direct to Halifax, but this will not suit this province.

However Mr. Hays has capitulated in a measure, but he clearly desires to avoid building an independent line to the seaboard.

Only the preamble of the bill has passed the committee and it is to be hoped that before the measure is finally disposed of a clause compelling the company to build through this province by the shortest route from Quebec to St. John will be added to the charter.

LOCAL IMPROVEMENT.

The members of the Local Improvement Association, are to be heartily commended for what they have already done to beautify the city. Every man who plants an ornamental or shade tree is a public benefactor, and the association have planted one hundred and fifty of them.

Mr. Gibson's prompt attention to Mr. Chestnut's request in connection with beautifying the post office grounds is also heartily commended. Mr. Gibson has always shown himself ready and willing to meet the desire of his constituents in every matter brought to his attention. The post office grounds however in their new dress will lack an attractive background unless some paint is put on the new rink. Perhaps President Allen of the Local Improvement Association will kindly speak to President Allen of the Arctic Rink Company and have this little matter arranged.

The Association, Mr. Chestnut says, is not in civic politics, which is a pity. The combined influence of its membership might effect a great improvement in the personnel of the city council.

Perhaps the Association may take up and renew the popular agitation for sewerage. It is a large question, but one of the most important facing the citizens of Fredericton.

The people of the state of New Hampshire, who have been under a prohibitory law for half a century, have voted in favor of license. The returns so far show that of 186 towns or districts 127 favored license. The eleven cities of the state gave more than 11,000 majority for license. New Hampshire has thus followed Vermont in unloading prohibition.

Hon. Clifford Sifton, Canadian minister of the interior, at present in London preparing the Canadian case for the Alaska boundary tribunal, was dined last

night by Sir Gilbert Parker, M. P., the eminent Canadian novelist, who is making a name for himself in the Imperial Parliament. Among other distinguished guests present was Premier Balfour.

Mr. Alexander Smith, the efficient Liberal organizer for Ontario, has resigned and will practise law at Ottawa. He was organizer for ten years and assisted his party through five successful local and federal campaigns.

Features of "Side Tracked."

The great American tramp, the knight of the highway and box car, has his inning at the Opera House on Friday evening next. One of his ilk, a tattered, weather-beaten, shave-guiltless specimen, is the principal character in "Side Tracked," the up to date comedy drama which will then be seen. As the title of the play suggests, Horatio Xerxes Booth, the wanderer, becomes apparent because he is "side tracked." The box car in which he pursues his trans-continental travels, is laid over at a siding and he drops in upon events that lead up to a tragedy in which he becomes the most important witness.—d.

Not for Sale.

The artistic and commodious summer residence in the Kitchen grove on the Woodstock road, is greatly admired by all who visit that locality. Several persons who approached Mr. George Kitchen of late, with a view of purchasing, were rather surprised to learn from him that the property is under lease to Ald. Vanwart of this city, and that he is the owner of the cottage.

RAGGED A COLONIST.

Outrages to Which a Ranker was Submitted.

London, May 13.—A court martial is in progress at Dublin against certain officers of the 21st Lancers. They are accused of "ragging" a brother officer, Lieut. Williams. Lord Roberts is in Dublin today and is especially interesting himself in the trial. Williams is a colonial ranker, who gained his commission through heroism displayed in the South African war. He takes his profession seriously. His brother officers ragged him first because he had risen from the ranks, and secondly because he is a colonial. This kind of scandal is common in many regiments where commissions are held by colonial rankers. The ordinary English officer considers the army a social preserve and not a public service.

TO LET.

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May 9—d61

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