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DAILY HERALD.

THURSDAY, MAY 14, 1903.

NOT ENTIRELY SATISFACTORY.

Mr. Hays of the Grand Trunk is not disposed to absolutely promise that Grand Trunk traffic originating in Canada shall be shipped only through Canadian ports on condition that his transcontinental scheme shall be subsidized by parliament. The best that Mr. Hays has promised is that if satisfactory arrangements can be made with the Intercolonial the traffic will come to maritime province ports, and failing that he might be disposed to consider the building of an independent line east from Quebec. This is certainly not satisfactory; it is practically an evasion of the questions put to Mr. Hays in the railway committee.

The majority of the people of New Brunswick are not disposed to agree with the proposition that if the Grand Trunk sent its traffic over the Intercolonial that arrangement would meet the case. What New Brunswick wants is an independent line built from Quebec to St. John and Moncton. Mr. Blair himself says that present traffic arrangements between the Intercolonial and the Grand Trunk are unsatisfactory to the government, the latter road having all the advantage. Is it not probable then that if the Grand Trunk Company are relieved from constructing their road through the maritime provinces, they may impose conditions on the Intercolonial which the minister of railways will not be able to accept, and that Mr. Hays will then find it convenient to send his freight to Portland as he has been doing for years and is doing now?

The Minister of Railways naturally desires to promote in every way the interests of the Intercolonial. He says he does not desire the construction of a competing road, and he is bending all his energies to prevent if possible Grand Trunk traffic going to Portland. In this the minister is promoting national ideas, but if he were able to go farther and insist that not only shall the Intercolonial receive its share of the business, but that an independent line shall be constructed through New Brunswick by the shortest possible route to St. John, he would meet the views of a large section of this province.

If the west develops as fast as present conditions promise, the time is not far distant when the shipment of its products will tax the capacity of several railways, and it will be necessary as Sir Wm. Vachorne has observed, to enlarge the spot that the hopper may be emptied. The spot is in the maritime provinces, and the construction of an independent line through the maritime provinces seems absolutely necessary, even after taking into account that the Intercolonial is prepared to handle a great volume of the western business.

We are not so narrow in our opinion as to lose sight of the fact that the first duty of the government and parliament is to provide that the Grand Trunk before receiving financial assistance from the country, must definitely agree that traffic on its proposed line shall seek an outlet from Canadian ports, but it is our duty to urge that the interests of this province must be fully safeguarded in the proposed arrangement. The St. John Valley, the garden of New Brunswick, is practically without railway facilities; roads have been chartered to cover this section of the province, and subsidies have been voted but no further progress has been made in the direction of supplying railway accommodation where it is so much needed. The government and parliament therefore have the opportunity, by insisting on the construction of an

independent line to the maritime provinces, to not only forward a national aim, but to greatly benefit a neglected portion of this province.

The members of both branches of parliament from the St. John river counties especially, should not fail for a moment in impressing on the federal authorities the justice of New Brunswick's claim to Grand Trunk extension.

THE EAST HAS CLAIMS.

Some members of parliament in the railway committee at Ottawa, when the Grand Trunk transcontinental railway scheme was under consideration, talked of the undesirability of forcing the farmers of the west to send their products to Maritime ports for shipment at an alleged additional expense, and threw out the hint that eastern representatives were taking a rather narrow view of a great national question. More than one Maritime province representative put forward the declaration that the main object of securing an all Canadian route was to give the people of the west an outlet for their grain and other products, but it seems that the great advantage the east must reap from such an arrangement was not very distinctly emphasized.

Every Canadian is proud of the great western country, and is deeply interested in its development, but we in the east do not feel like sacrificing everything to the advancement of the west. The government and parliament of Canada owe a debt to the east as well as to the west, and the maritime province representative who stands boldly up for our interests in the Grand Trunk matter is not acting from a mere sectional standpoint but for the national welfare. The development of the east named must go hand in hand with the advancement of the west, and the Maritime Province claim for Canadian outlets only for the trade of the west is justifiable from every standpoint. The people of the east will be compelled to pay their share of the tax for any financial assistance parliament may vote for the Grand Trunk project, and they have a right to share in the benefits of the scheme.

There should be a united sentiment in the matter, not only in the maritime provinces, but all over Canada, and unless the Grand Trunk managers agree to carry all the freight originating in Canada to maritime province ports, their application for financial assistance should be effectively turned down. The company for generations has been building up a foreign port at the expense of the maritime provinces, and they desire to follow that course with their new line, but parliament must exact from them an unequalled and absolute bargain that Canadian products must be shipped from Canadian ports.

Poor Gamey! Was ever a base conspiracy more thoroughly flattened out? "Where did the money come from?" has been the question of the Tory press. Well Gamey swore today that he borrowed \$1200 of the \$1500 he alleged he had given Frank Sullivan. Gamey also contradicted himself on important points when examined by the judges. Mr. Whitney and his friends will wish they had never seen Gamey. He is a regular boomerang.

The Fredericton exhibition managers are feeling good. They got all they asked from the city council, and the promised government grant comes fully up to their expectations. Now for a successful show. The affair is in good, industrious, energetic hands.

MARYSVILLE NEWS.

(By Our Own Reporter.)

May 14.—A few weeks ago your correspondent wrote an article on the poor condition of our side-walks and drew the public attention to the matter, and the result is that there is a crew of men at work this week putting down new walks, and when they are finished they will not only be a vast improvement but will fill a long felt want which will be greatly appreciated.

Mr. Roy Stafford our new agent is doing a rushing business especially in the picture framing line. Several of the secret societies are having their lodge pictures framed by this gentleman, and

all speak in the highest terms of the workmanship.

Invitations are out for the wedding of Mr. Joseph Tait and Miss Violet E. Kimball which is to take place next Wednesday evening May 20th, at eight o'clock.

Salmon fishing on the Nashwaak is becoming quite common and Fred Smith has caught two good salmon, both weighing nearly nine pounds each. Every day from daylight until dark the shores are lined with boys and men all anxious to catch a big fellow. Yesterday afternoon his worship Mayor Palmer and James Hawthorn, of Fredericton, were up trying their luck. It is very exciting as you can see the salmon jumping at all times.

Mr. Chamberlain Quoted Poetry.

When Joseph Chamberlain was a Liberal a good many years ago, he made a speech at Gloucester, England, in which the future Colonial Secretary quoted a nursery rhyme with great effect. Mr. Chamberlain was criticising Lord Beaconsfield and Lord Salisbury on their return from Berlin. One of them had used the word "if" a good many times in the course of a speech explaining their action. "It reminds me," said Mr. Chamberlain, "of a rhyme I learned from my nurse:

"If all the seas were bread and cheese,
If all the rivers were ink,
If all the lakes were currant cakes,
What should we have to drink?"

The effect of this apposite nonsense on the audience was tremendous, and the quotation is ranked as one of the great oratorical hits of the Birmingham statesman's life.

Successful Resuscitation.

There are still undeveloped possibilities in electricity. A man in an apparently moribund condition was recently taken into the Melbourne Hospital, and in order to revive him an electric shock was administered. The results were startling and unexpected. A demonic energy was instantaneously infused. He sent the doctor sprawling on the floor and flung a couple of assistants out of the window. Then he proceeded to wreck the ward, while nurses ran away shrieking and barricaded themselves. He had done a hundred pounds' worth of damage before the police, who were telephoned for, arrived. Electricity as a medical agent seems to be as yet imperfectly understood.—London Chronicle.

Making Sure.

Softleigh—Are you quite sure Miss Banks is not in?
The Maid—Of course I am. She gave me one of your photographs in order to make me doubly sure.—Chicago News.

To be good and disagreeable is high treason against the royalty of virtue.—Moore.

Some folks smile—and then their face flies back like a spring lock.

TO LET.

A cottage on the corner of Westmorland and Aberdeen streets, eight rooms and a bathroom. Apply to Miss M. A. Clark, Westmorland street, or to Mr. J. W. McCready.
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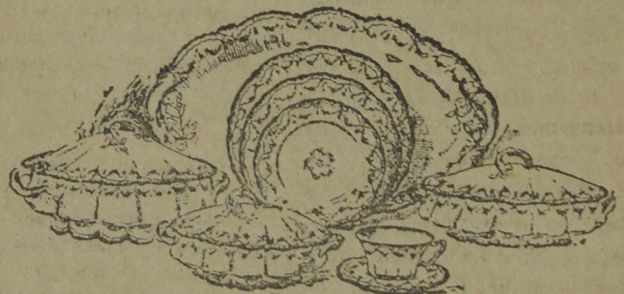
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