

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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DAILY HERALD.

THURSDAY, MAY 12, 1904.

GOVERNMENT OWNERSHIP.

The whole cry of the Tory party in parliament now-a-days is the great necessity for government ownership of railways.

They declare that if there is to be a new transcontinental railway it should be owned from the Atlantic to the Pacific by the government, but no doubt if the government proposed constructing and owning the entire road, the Tories would declare that the enterprise could be best built and owned by a company. That was their cry twenty-five years ago when the construction of the Canadian Pacific Railway project was mooted, and they carried that policy forward. Now however they have changed their tune, and while pretending to be guided in matters political by the traditions and spirit of their old leader Sir John A. Macdonald, have entirely departed from his policy on the railway question.

Speaking in the House of Commons June 17, 1881, Sir John said: "The government has every right to use all their exertions in order to relieve themselves and the country of the obligation of building this road (the Canadian Pacific) and of the still greater obligation of running it. We see this in the Intercolonial and in every public work. Why, sir, it is actually impossible for the government to run that railroad satisfactorily. The men we put on the road from the porter upwards become civil servants. If one is put on from any cause whatever, he is said to be a political hack. If he is removed, it is said his removal was on account of his political opinions. If a cow is killed on the road a motion is made in respect to it by the member of the House who has the owner's vote and support. The responsibility, the expense, the worry and annoyance of a government having charge of such a work, are such that, for these causes alone, it was considered advisable to get rid of the responsibility."

That is just what the Liberal government is doing in the Grand Trunk Pacific business, yet they are assailed by the successors of Sir John Macdonald for pursuing that course.

THE VACANT SENATORSHIP.

The Sun is very kindly making arrangements for filling New Brunswick's vacant seat in the Senate. According to its programme, ex-Governor McClellan is to be restored to the red Chamber, dropping out of his candidature for the Commons in Albert and Kings, in favor of Mr. Emmerson whose successor in Westmorland is to be Hon. C. W. Robinson. It is only a few weeks ago that the Sun quite positively announced that Mr. Robinson would be the new Solicitor General in the local government, and less than a week ago, the same authority declared that Mr. Emmerson was to go on the bench and be succeeded as minister of railways by Mr. Logan, of Cumberland.

It is really quite difficult to keep track of the various slates which the Sun makes up for both the local and federal governments, and no wonder the Sun itself forgets its own announcements and gets intericably mixed in rearranging the affairs of its political opponents.

Coming back to the vacant senatorship.

orship. The Herald which has possibly as good information on the subject as the Sun, confesses that it does not exactly know who will fill the late Senator Dever's place, but it would not be surprised if the position fell to the veteran Hon. John Costigan, but like the Sun's forecasts, this is merely a guess.

It may be safely asserted that the job will not go begging, like a couple of Senate vacancies in Nova Scotia, have been doing. Mr. Currie of Windsor and Mr. Blackadar of the Halifax Recorder have both refused places in the upper chamber, but we have an idea that there are at least ten thousand men in this province who would accept places in the senate were they offered them.

SIR HIBBERT'S RETURN.

Sir Hibbert Tupper has arrived at Ottawa from England and taken his seat in the House of Commons for the first time this session. He is supposed to represent Pictou, N. S., in that body, but resides at Vancouver and has been in London on private business for some weeks. He has lost interest in politics since Mr. Borden was chosen Tory leader over the son of Cumberland's war horse, and intends to retire from public life at the close of the present parliamentary term. Sir Hibbert in many respects is an abler man than Mr. Borden, and has had a long political experience, but lack of tact and a general tiring of Tupper rule probably operated to turn him down in the Tory caucus called after the party defeat in 1896 to elect a successor to his distinguished father. Sir Hibbert has been sulking ever since, and no doubt he had good cause to feel aggrieved at the choice of the unexperienced Mr. Borden instead of himself.

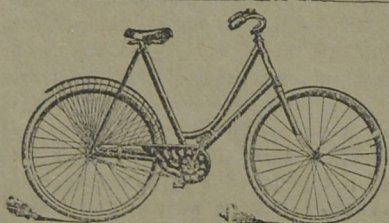
CONVERT TO LIBERALISM.

The Herald yesterday published a Winnipeg despatch in which Mr. J. H. Haslam, a former prominent Conservative, was announced as giving his adherence to the Liberal party. Mr. Haslam stood so high in Conservative councils in Manitoba that he was selected as the candidate of his party in the last election in Selkirk. He has been observing things since then however, and in a lengthy letter to the Winnipeg Free Press announces that he has thrown off his Tory allegiance, and joined the Liberal party. Mr. Haslam thinks with a great many other Tories, that his old party is very feebly led, and is wrong in its policy, and he gets out of the party rather than further subscribe to its tenets.

The Local Improvement Association, which has sketched out quite an extensive programme for the present season, should take up the project of improving and beautifying Queen's Square, generously donated to the city by the late Mr. E. H. Wilmot. Very little has been done to enhance the appearance of this valuable plot of ground, except the road committee's effort to put a thoroughfare around it, and that work is only half accomplished.

The recent heavy rains should satisfy almost everybody in New Brunswick. They will aid the lumbermen to get their logs to market, start vegetation and generally benefit the whole country.

Mr. Hutchison the Canadian commissioner at the World's Fair St.



JAMES D. FOWLER'S,
The Optician and Jeweler, directly opp. Post Office, Fredericton, N. B.
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Louis writes that the hotels in that city have advanced prices, contrary to agreement. Three or four persons are placed in each room, each of whom have to pay the full advanced rates.

PERSONAL INTELLIGENCE.

Mr. George W. Upham of Woodstock is a guest at the Barker.

Mr. James Ready of St. John is among the guests at the Barker.

Mr. W. H. Murray the well known St. John lumberman, is in the city today, a guest at the Barker.

Mr. G. Arthur Abinette formerly clerk in the Queen Hotel in this city has accepted a similar position in the Victoria hotel, St. John.

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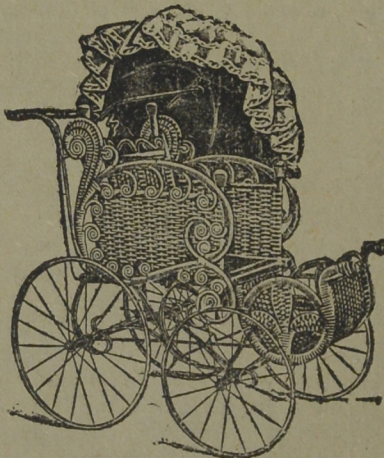
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