

DAILY HERALD

WEDNESDAY OCTOBER 5, 1904

LIBERAL CONVENTION.

The Liberals of York are invited to meet in convention at the Y. M. C. A. hall, York street, Fredericton, at 2 p. m., Saturday next, Oct. 8, to nominate a candidate for the House of Commons.

All Liberals will be welcomed as well as others who are interested in securing the return of a government supporter from this constituency in the approaching contest.

NEW I. C. R. BRANCH.

Improved Train Service and Other Changes Delight the People.

Some of the benefits which will accrue to the people from the transfer of the Canada Eastern railway to the government, and its operation as part of the Intercolonial system are already apparent in the great improvement of the train service on the newly acquired line.

Up to Monday the passenger business between this city and Loggieville was performed by a mixed train each way daily, and there were freight trains on alternate days.

Mark the change under the transfer. An express train each way daily—purely an express, and not stopping to shunt freight cars all along the line—and a freight train every day, both ways, faster time and lower passenger rates, and cars that are clean, roomy and comfortable.

In this age of progress people appreciate comfort and convenience in travelling and under government management they will have it on the Fredericton branch of the I. C. R.

The conditions now existing however, will be very greatly improved before a year hence. It is the intention of the Intercolonial authorities to put the road bed, stations, etc., in first class shape, bringing them up to the standard of the government road elsewhere. Construction trains will be put on to ballast the whole line, new bridges will be built, station houses improved, heavier rails laid, and improved rolling stock added, so that before this time next year the old Canada Eastern line will scarcely be recognizable.

The Intercolonial officials who have visited Fredericton are very proud of the government's acquisition and feel that it can be made a most valuable feeder to the main line. Especially are they sanguine as to the great expansion of the tourist and sportsmen traffic. They are charmed with the scenery along the route, and believe that when it is properly advertised the route will be patronized by thousands of people who up to the present have never heard of the beautiful Miramichi and Nashwaak valleys. In the matter of freight traffic the officials also feel that there are prospects of a great increase when the resources of the government road are employed in developing this branch of business.

Already the good effect of government ownership of the Canada Eastern is evident abroad. In Saturday's issue of the Toronto Globe there are two large pictures of beauty spots on the Nashwaak and Miramichi valleys, with letter press describing the beauty of the route between this city and Chatham. We quote from the Globe as follows:

"Largest and most important of all the New Brunswick railroads, now a branch because recently acquired by the government as a part of its railway system, is the Canada Eastern. This has always been a lumber road, built by a lumber king, and serving mainly a lumber country. Running through the heart of New Brunswick, it has opened up a district of great resources, in which now considerable farming as well as lumbering is done. It has given in the main a fair service, but some of the objections that apply to the smaller roads have applied in lesser measure to this, too. The people are pleased

with the purchase of the road by the government, because they are assured that the same excellent service that has characterized the I. C. R. will be extended to the Canada Eastern. Business men along the New Brunswick coast look upon the government's purchase of this road as a wise move, believing that it will be a very valuable feeder to the I. C. R. and that its future business will be worth the price.

The Canada Eastern crosses some beautiful country. A portion of the route is through the district made famous by the great Miramichi fire of 1825, and the Miramichi river gives to the road its finest scenic attractions. At Fredericton it touches the St. John river, where there are both scenery and lumber."

CIVIC BUNGLING.

The city council after fooling with the fire alarm tower project for nearly two years, have finally abandoned it, and will erect a whistle on the electric light station as a substitute.

The action of the council does not meet the approval of the citizens, especially those residing down town, and owning a large bulk of the property requiring fire protection.

The council in dealing with the question have exhibited their business incapacity and disregard for the public demand, and no aldermanic sophistry will convince the people that the right thing is being done. If the proposed whistle were located further down town there might be justification for it in place of the bell tower, but it is to be set up in a district already well served by the city hall alarm.

The stupidity of the council in locating three alarms, viz. at the water works, city hall and electric light station, all above the centre line of the city, while not a single alarm is placed below the centre line, is condemned by the people and is the best evidence of the council's utter disregard for the public interest. However, nobody expects business methods from the present council, and the mess they have made of the fire alarm business is only one more evidence of aldermanic incapacity.

DRIFTING POLICY.

Mr. Borden and the Tory party now declare for government ownership of railways, but when the government proposed the extension of the I. C. R. to Montreal the Tories opposed it tooth and nail. They also opposed government acquisition of the Canada Eastern railway. The Tory somersault on this question is appalling.

Speaking in parliament in 1897, Sir Chas. Tupper said: "Whether Liberals or Conservatives were in power I would deplore in the strongest manner any attempt in this country, by any government, I care not who they are, or who they are composed of, to construct another government railway."

Yet Mr. Borden wants a government owned railway from coast to coast. The Tories have no settled policy on any question, they are simply drifting, and in this is exhibited Mr. Borden's lack of qualifications to lead a political party.

Mr. Henry C. Payne, postmaster-general of the United States, is dead.



Liberals Attention.

A Convention of the Liberals of York will be held at the

Y. M. C. A. HALL,

FREDERICTON,

SATURDAY,

OCTOBER 8TH,

at 2 p. m., to nominate a candidate for the House of Commons.

All Liberal in the constituency are cordially invited to be present.

EDWARD MOORE,
Chairman Liberal Committee.

NEW CABINET MINISTER.

Mr. A. B. Aylesworth, the eminent Toronto barrister, and one of the recognized leaders of the Canadian Bar, has entered the Laurier ministry without portfolio, and his accession will very materially strengthen the government in Ontario. It is not yet announced what constituency he will contest, but he will probably stand in Lennox, his native county.

Mr. Aylesworth is fifty years old, and a gentleman of great ability. He is well remembered by Canadians for his firm stand as a member of the Alaskan boundary commission against the one sided award made by that tribunal, which gave valuable Canadian territory to the United States in spite of Mr. Aylesworth's strong protest.

The new minister, who has never been in political life, will make his bow in his new capacity, with Sir Wilfrid Laurier at Hamilton on Monday.

DR. HAY'S CANDIDATURE.

The Liberals of Sunbury and Queens did a good piece of work when they nominated Dr. H. B. Hay, of Chipman, for the House of Commons.

The doctor is an energetic, popular gentleman, who knows almost every foot of the constituency, enjoys a large and lucrative practice, and is very highly esteemed as a physician and a man. He has been more or less mixed up in political contests for many years, and is a sturdy and intelligent exponent of Liberalism.

We expect to be able to record Dr. Hay's election, as the electors of Sunbury and Queens can have no use for a man or a party opposing the construction of the Grand Trunk Pacific Railway through that constituency.

Two downcast Tory pilgrims were seen to quietly purchase railway tickets at St. John yesterday and board the outgoing train for Montreal. They were the distinguished Tory leaders, Clarke and Casgrain, who were compelled to cancel their New Brunswick engagements and hurry home to Toronto and Quebec to stem the Liberal tide that threatens their seats in parliament. Their sudden departure is eloquent evidence of the terror that has seized the Tory party in the upper provinces.

A close personal friend of Mr. Geo. J. Colter tells the Herald that the latter will not likely consent to become the Tory candidate in York. Mr. Colter is not in good health, and there are other domestic reasons why he should not enter the contest. The same gentleman thinks that Dr. McLeod will probably consent to a third sacrifice.

Renewing His Youth

Old eyes or eyes prematurely old can be assisted. Glasses of the right strength will bring hidden things into view and make obscure things clear. Only the experienced optician aided by scientific instruments can tell what strength this should be.

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SEPT. 10th, 1904

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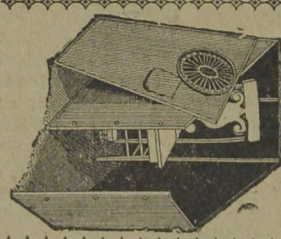
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