

THE DAILY HERALD

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Manager. Editor

DAILY HERALD

SATURDAY, OCTOBER 1, 1904.

A RED LETTER DAY.

Two events occurred today in this vicinity that it is hoped will mark the beginning of important things for Fredericton. The Canada Eastern Railway has become part and parcel of the government system of railways and the work of surveying the route of the Grand Trunk Pacific Railway through this province was practically commenced.

The agitation for the transfer of the Canada Eastern was a long and earnest one. The change was urged when the Conservatives were in power at Ottawa but there were no results. It was continued under the Liberals, and at last has become an accomplished fact, through the efforts of Mr. Emmerson.

We need not at this time enter into an enumeration of the benefits to accrue to this city and vicinity from getting into touch with the government system of railways and securing for all time a competitive route. Every business man, every thinking man and woman realizes what the change means for Fredericton. The government's new acquisition will be brought up to a high standard of excellence and will play its part in the development of central New Brunswick, of which Fredericton is the metropolis.

From the Grand Trunk Pacific also, Fredericton is anticipating great results. We shall be on the main line from the Atlantic to the Pacific, no more depending on branch lines of railway and the indifference of institutions of that kind. May we not expect that Fredericton, from its central situation, will become an important divisional point on the new transcontinental railway, with workshops and other industries to assist in the city's prosperity?

This is indeed a day when every Frederictonian rejoices and takes courage in the belief that the immediate future of their city will bring increased development and prosperity.

TORY UNCERTAINTY.

Our Tory friends in York are in a quandary regarding a candidate for parliament. Several names are mentioned, some are gentlemen possessing a certain degree of political strength, while others would not be seriously regarded by the electors. Those who want a man who has the money to put up, are talking of Mr. George J. Colter, but that gentleman probably realizes that but for monetary considerations the heeler would not be looking to him as a leader. There are said to be two or three young lawyers who are willing to sacrifice themselves, just as a kind of advertisement for the future, but the financial question is a stumbling block. It would probably cost \$2,000 or \$3,000 alone for legitimate expenses of an election, and that amount cannot be pulled off the alder bushes or picked up in the streets. Probably Dr. McLeod will insist on the courtesy of a nomination even if he did not desire to accept it, but a large section of the party are opposed to him. A Conservative said to the Herald that Dr. McLeod's candidature in the bye-election and his overwhelming defeat had given the party a set back from which it will not recover for years.

However it is none of our particular business—this dissension and

weakness in the Tory party, but when they agree on the man they propose putting forward for the slaughter, the Liberals will give them a lively campaign, and repeat the victories of 1900 and 1901.

TILL HE DROPS.

The news of the dissolution of parliament and a general election seems to have caught the Tory leader with campaign plans that are very badly disorganized by the new turn of events. He was stumping in Western Ontario, when the unexpected shock struck him, and confesses that his schedule must be all rearranged. He was intending to visit the west but that has been abandoned, and he will probably make tracks for Halifax as speedily as possible, to try and save his own seat.

Mr. Borden's disorganized and stampeded condition is best judged from his own words spoken to a Tory interviewer who caught him yesterday at Napance, Ontario.

"Shall you pay attention to the province of Quebec?" Borden was asked.

"I shall have to be in Quebec; I shall have to be in Ontario, and I shall have to be in the Maritime Provinces," he answered.

"Shall you go right on campaigning now?"

"Right on until polling day or until I drop," answered the Conservative leader with a smile.

Mr. Borden will drop at Halifax on the night of Nov. 3, as the Tory leaders, Tupper, Foster, Hugh John, etc., dropped in 1900.

His Ontario stumping campaign has not been a howling success. The Tory party have little confidence in his leadership, and do not in their hearts believe that he is the Moses to lead them out of the wilderness of opposition. Mr. Borden is practically unknown in Quebec, outside of Montreal, no effort of his will stem the tide of Liberalism and Laurierism in that province, and his opposition to the transcontinental railway kills any chances he has of making an impression in the Maritime provinces.

Mr. Borden's best plan is to lay right alongside his trouble in Halifax, where it is believed Messrs Roche and Carney will snow him under. He'll drop all right.

The editor of the Montreal Star whose stay in New Glasgow during the federal campaign in Guysboro a few months ago, occasioned some discussion, is among the visitors in St. John. The Star crowd is believed to be the head centre of the Tory campaign, and Mr. McNabb's trip to New Brunswick may be to get an estimate from the Tory machine of how much boodle will be necessary to save Tory candidates in this province from losing their deposits.

The government have chosen a convenient and pleasant month for the election campaign. October is usually one of the finest months of the year, and the people of the country districts are over with their hurry and can give attention to public matters.

Two new Senators were appointed at yesterday's cabinet meeting, Mr. Ross and Mr. T. O. Davis, late M. P.'s respectively for Yukon and Saskatchewan.



Over at Truro, Tuesday night, Mr. Gourley apologized for the slim attendance at the Casgrain-Clarke meeting, and explained that it was due to the fact that the regular prayer meetings were being held in the various churches. The good people of Truro are to be congratulated on preferring their prayer meetings to the Tory Orators.

Nearly sixty miles of the Grand Trunk Pacific railway will be in York county. What a lot, merely the construction of the line, means to the people of this county.

Cold Weather Goods.

The immense stock of blankets, comfortable, down spreads, etc., at Edgecombe's will be found the best value and most desirable goods of the kind in town. Housekeepers will find everything to their mind in this department this season as it always has been in the past.—d.

Prince Edward Island Railway.

TENDER FOR BRANCH LINE.

Sealed Tenders, addressed to the undersigned and marked on the outside "Tender for Branch Line to Vernon River Bridge," will be received up to and including

FRIDAY, the 21st day of OCTOBER, 1904,

for the Grading, Track-laying, Ballasting, Building, etc., in the construction of a Branch Line of Railway, 4.59 miles long, to Vernon River Bridge, Prince Edward Island.

Plans, Profile and Specifications may be seen at the Engineer's Office, Charlottetown, P. E. I., and at the office of the Chief Engineer, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
20th September, 1904

Oct. 1—d91

INTERCOLONIAL RAILWAY.

TENDER FOR BUILDINGS.

Separate Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Station, Pictou," or "Tender for Station, Antigonish," as the case may be, will be received up to and including

WEDNESDAY, the 12th day of OCTOBER,

1904, for the construction of a Brick and Stone Passenger Station at Pictou, N. S., and for the construction of a Brick and Stone Passenger Station at Antigonish, N. S.

Plans and specification for the building at Pictou may be seen at the Station Master's Office, Pictou, N. S. Plans and specification for the building at Antigonish may be seen at the Station Master's Office, Antigonish, N. S., and plans and specifications for both buildings may be seen at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Office, Moncton, N. B.,
27th September, 1904

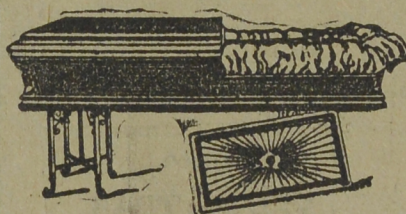
Sept. 29—d91



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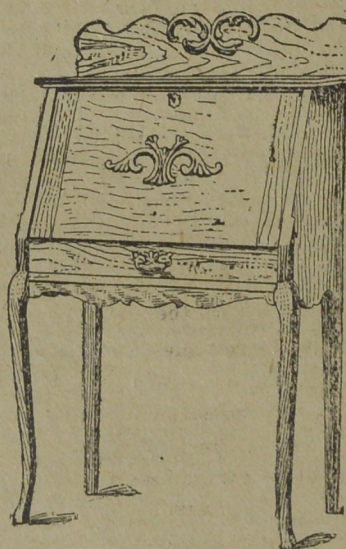
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