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W. K. C. PARLEE, L. C. MACNUTT,
Manager. Editor.

DAILY HERALD.

SATURDAY, APRIL 23, 1904

THE ATTACKS ON MR. EMMERSON

Tory newspapers are seeking to make political capital against Hon. Mr. Emmerson, Minister of Railways and Canals, because he did not speak in the general debate on the Grand Trunk Pacific resolutions in parliament. They declare that the government prevented Mr. Emmerson from speaking, alleging that he could not be trusted to present the case in a manner that would impress the country and that some former sentiments of his on the transcontinental railway question do not harmonize with his present attitude on the question.

This the Tory papers appear to think, is a very formidable indictment against Mr. Emmerson, but it is pure and undiluted rot.

The G. T. P. scheme as submitted to parliament this session is but a modification in unimportant details of the contract as accepted last session when Mr. Emmerson fully expressed himself in support of the government's proposals, making one of the best deliverances in the debate on that great question. Moreover Mr. Emmerson was in the fight for the transcontinental road from start to finish, and to him more than to any other man or group of men is due the fact that provision is made for the construction of the eastern section of the Grand Trunk.

The original plan of the Grand Trunk people was to build from the Pacific coast to North Bay, and carry their traffic to Portland as they do now, but Mr. Emmerson with the Liberal members for the Maritime Provinces at his back, headed off that arrangement and for weeks fought in the railway committee to secure just recognition of the Maritime Provinces in the contract. Everybody at all conversant with public affairs knows what a determined effort the Grand Trunk people made to stand off the claims of the maritime provinces so ably presented in the railway committee by Mr. Emmerson, Mr. Wade, and other Liberal members from this part of Canada, and Mr. Hays and his associates were at least forced to yield to the contentions of the maritime province men, and the government joining in with the latter, secured to New Brunswick and Nova Scotia their rights in the matter. It is safe to say that but for the efforts of Mr. Emmerson and his associates there would have been no Grand Trunk Pacific contract, for had not the eastern section been conceded to them, the measure would never have passed parliament.

This Mr. Emmerson then is the gentleman whose position and influence on the transcontinental railway question is belittled and misrepresented by the Tory newspapers of the maritime provinces, because forsooth he did not like the long winded and empty headed orators of the Tory party, choose to make a speech in parliament on a question which he had already ably and exhaustively discussed at a previous session.

It would have been a great deal better for their reputations had some of the Tory members kept their seats in the debate just closed. It would have been infinitely to Mr. Borden's credit had he never spoken, for it was in his address on the railway question that he made use of a stolen document, and as a consequence dropped several degrees in the estimation of people who believe in decency and honor in public life. Mr. Wilnot is another gentleman who had better sat silent in the debate, than to have committed himself against the construction of a great railway through his own province and through the constituency which he is supposed to represent in parliament. The people of Sunbury and Queens will condemn Mr.

Wilnot for the position he has taken on the railway question.

The Tory newspapers, realizing the great strength and popularity of Mr. Emmerson in New Brunswick, seek to cast reproaches upon him, but the hon. gentleman can stand any amount of attack of the kind levelled against him in the present instance. The people of New Brunswick realize that it is chiefly to Mr. Emmerson that they are indebted for the eastern section of the Grand Trunk Pacific, and they are prepared to endorse the stand he has taken on that question. Neither will they condemn him because he did not think it necessary to detain the house with a long speech on a question that had previously been settled by large majorities of the people's representatives in both branches of parliament.

In parliament, yesterday, Hon. Mr. Fielding neatly turned a point on the opposition. Mr. Kaulbach, the Tory member for Lunenburg, N. S., made the claim that cables for fishing craft should be admitted free of duty, to which the finance minister quickly responded that when so many were asking for tariff changes it was pleasant to see some one from the opposition side asking for an addition to the free list. Our Tory friends can be free traders or protectionists as their personal circumstances demand. Mr. Kaulbach represents a constituency largely made up of fishermen, and he is a free trader in fishing craft cables but protectionist in about everything else.

The Ottawa parliamentary correspondent of the Sun represents Mr. George W. Fowler, M.P. of Kings, as snuffing out Sir Richard Cartwright in debate. Think of it, the minister of trade and commerce, probably the ablest speaker and debater in the Canadian parliament, succumbing to Mr. Fowler. Yesterday the same correspondent asked us to believe that Mr. R. D. Wilnot had quite electrified parliament by his speech on the G. T. P. There is a limit to public credulity and the Sun's correspondent has put the heaviest possible tax upon it in the particulars we have mentioned.

The St. Stephen's Courier makes the astounding statement that "Mr. Hazen's bill to amend the election act seeking to secure a secret ballot, was killed in committee by the government majority."

Mr. Clarke, editor of the Courier, is a member of the legislature, and should see to it that the unfounded statement quoted above is corrected. The secret ballot bill was introduced by the government, carried through the House, and is now the law of the land.

Halifax is to have a new \$200,000 hotel to be located on Spring Garden road, one of the prettiest residential streets in the city. It will be six storeys high, capable of accommodating 150 guests and is expected to open for business in October next. Most of the capital for the enterprise has been subscribed by New York people.

Mr. Borden has not yet explained where he got the stolen goods, the private and confidential memo of Mr. Blair which the Tory leader read in parliament.

The church of England synod of Nova Scotia has voted down the proposition to divide the diocese into two.

The Ideal Lachlan Campbell.

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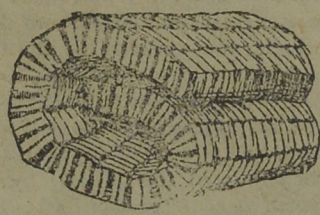
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