

THE DAILY HERALD

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Manager. Editor

DAILY HERALD.

THURSDAY, MARCH 24, 1904.

THE TRANSCONTINENTAL RAILWAY ROUTE.

The Globe, in speaking of the probable route of the Grand Trunk Pacific railway through this province, charges those who have represented Sir Wilfrid Laurier as favorable to the St. John valley route, as misrepresenting the premier, and declares that he is pledged to the central route.

The Globe has no means of knowing that the statements which Mr. F. B. Carvell and the Herald have made respecting Sir Wilfrid's opinion in the matter, are incorrect, and its observations that to represent Sir Wilfrid as friendly to the river route is to charge him with dishonesty and duplicity, is wholly unwarranted. The Herald spoke with knowledge of the premier's preference. Moreover in his speech on the G. T. P. bill he declared that if after surveying the route of the railway, as outlined, was found to be impractical, it would be changed to one more feasible, and this remark applied to the New Brunswick section as to all others.

The Globe adds that it favors the valley route, but what has it ever done to press that view on the government. As a matter of fact our contemporary at first expressed itself as opposed to the whole transcontinental railway scheme, and its conversion dated from Mr. Blair's opposition thereto.

The Herald repeats the assertion that it has had an assurance which it considers absolutely reliable, that the Premier expressed the opinion that ultimately the new railway will probably be located along the St. John valley, and this assurance is backed up by the public statement of Mr. F. B. Carvell, that he had been so assured by Sir Wilfrid. It does not however follow that the road will traverse the valley further down than Fredericton, but that it will connect from this city with Chipman, thence to Moncton and to St. John via Norton and the I. C. R.

Some observations which Premier Tweedie made a few days ago in the legislature bear out this view. He said the government would not insist on the New Brunswick Coal and Railway Company finishing their line from Chipman to Fredericton this year, as was intended, but would encourage delay until the Grand Trunk Pacific Railway route had been surveyed, with the expectation that the local line from this city to Chipman would eventually form part of the transcontinental road. If this plan is carried out it would release the local government from payment of subsidies on the unconstructed portion of the Chipman-Fredericton road.

It has been announced that Mr. Wainwright, one of the managers of the Grand Trunk, has become a director of the New Brunswick Coal and Railway Co., thus evincing an interest in the line owned by the company, and furnishing further evidence that there is a very fair prospect of the transcontinental line traversing the route through New Brunswick so repeatedly advocated in these columns.

A MISTAKEN ATTITUDE.

The attempt of Mr. Hazen to cast doubt on the veracity of the attorney general respecting his statement as to Sir Wilfrid Laurier's attitude towards New Brunswick's claims for additional subsidies, was well rebuked by both the Premier and Dr. Pugsley, who were able to quote from the governor's speech at the opening of the Quebec legislature in support of the attorney general's original statement of the matter.

The Premier and Attorney General also took occasion to remind the opposition

leader of the efforts he had made to ridicule the government's efforts to obtain a settlement of the Eastern Extension claim, and pointed out how little Mr. Hazen had accomplished for New Brunswick during the six years he occupied a seat in the House of Commons.

The opposition leader would be doing much more patriotic service if he were to support the government in its efforts to secure a readjustment of the provincial subsidies rather than seeking to hamper the efforts of the administration in that direction. It is clear that the federal government stand ready to give the matter favorable consideration, and in the meantime both parties in the legislature should unite to press the question home with all possible force. Here is an opportunity for Mr. Hazen to render a real service to the province, and it is hoped that we shall hear no more hickling of the government in a matter which should have the loyal support of every New Brunswicker.

The application to the government for a grant of \$10,000 for Mr. J. Harvey Brown's Deaf and Dumb School at St. John can scarcely be serious. The country has had rather a costly and unpleasant experience with institutions of that kind, and will scarcely care to encourage another, especially Mr. Brown's where difficulties of management have already arisen. All the needs of New Brunswick deaf mutes in the matter of education can be well met at a moderate cost to the province by sending the unfortunate to the Halifax school.

A resolution for the prohibition of the importation sale and manufacture of cigarettes was debated in the House of Commons yesterday but did not reach a vote. Sir Wilfrid Laurier opposed the resolution, suggesting that more could be done by home teaching in the cigarette evil than by legislation. The premier also pointed out that provincial legislation on the subject had not proved effective.

The members of the legislature supporting the government met yesterday and passed resolutions congratulating Hon. A. T. Dunn on his appointment as collector of customs at St. John, while regretting his departure from the legislature and government.

Band Concert.

At a meeting of the Fredericton Brass Band last evening it was decided to hold their annual concert at the opera house on the evening of Thursday, April 7th, and a committee was appointed to complete arrangements. The band has been practicing steadily of late, and with the assistance of the best local talent will put on a splendid program.

The Fair of Days.

If you fail to attend the Fair of Days at the Ald Kirk this afternoon and evening you will miss one of the most delightful entertainments of the season. Hanlon's orchestra will furnish a fine program of music in the evening.—d.

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