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DAILY HERALD

MONDAY, JUNE 14, 1909

THE VALLEY RAILWAY.

At the recent meeting of the local government a committee was appointed to interview the Dominion government in regard to the St. John Valley Railway project. The committee will also interview the company, which at the last session of the legislature was granted a charter to build the road. This move was made at the urgent request of Provincial Secretary Flemming, whose constituents have been making things decidedly warm for him since the close of the legislative session. Had Premier Hazen kept the solemn promise made to a delegation last session that the government would bring down legislation guaranteeing the bonds of any company that would undertake the construction of the road, he would stand in a much better position with the people of the St. John Valley than he does at the present time. The latest move of the government is nothing more than a game of bluff. The government has no legislative authority to grant assistance to the road, and can do nothing without such authority. The premier has already heard the views of the incorporators of the St. John Valley Railway company, and therefore it is difficult to see what can be accomplished by appointing a committee to interview them. Mr. Hazen had an opportunity to do something, and failed to take advantage of it. He must now be prepared to accept responsibility for his failure to rise to the occasion. Discussing the latest move of the government, the Woodstock Sentinel says: "The Valley railroad is further away than ever, the people have more reason to think that Mr. Hazen simply played with the different delegations to get time and worse than all the up river section of the country is without adequate railroad service. Hartland is only twelve miles away from Woodstock and yet with all the advantages that the summer timetable of the C.P.R. may offer it is impossible for one to come to Woodstock from Hartland and return the same day and have any time in town to do business.

"We are not advocating antagonism to the C.P.R., but we are satisfied that a competing line will cause a better service. To get this competing line the people of the river counties have been looking to Mr. Flemming, but evidently Mr. Flemming's supply of wind was exhausted or else he did not choose to direct it to the service of the people who elected him. No doubt the party which elected Mr. Flemming feel that he is a disappointment. But there is still opportunity for Mr. Flemming to redeem himself. Let him take warning from his own journal and remember that the wrath of the people will fall upon the man who has so openly and bear-facely turned down the Valley railroad because it would compete with the C.P.R."

CURRENT COMMENT.

The Tories of St. John county are to meet on the 17th to nominate a candidate to contest the county for the vacancy in the legislature, caused by the resignation of Hon. H. A. McKeown. It is scarcely likely that Surveyor General Grimmer would raise a very strenuous protest if it should be decided to give the nomination to his chief fire and game warden, W. J. Dean of Musquash. Mr. Dean has been active as a politician, but is yet to make his reputation as a fighter of forest fires.

Montreal Star: Lieut. Governor Dunsmuir wants to give up his job before his term is out. This ought to be against the rules of the Politicians' Union; but then Mr. Dunsmuir was never much of a politician at any time. He is a business man who has consented to serve the State for a while, and not a professional politician who works the State for a job. Consequently he is willing to let go before the six o'clock whistle blows. What this country wants is more men to whom it is a sacrifice to serve the public, but who are willing to make the sacrifice.

As is well known, there was an enormous immigration into Canada from the United States during the last fiscal year, and this year the arrivals show an increase. The Boston Herald sees in this a great gain to Canada. "The gold-dredged immigration record," it says, "is Canada's gain of 159,832 settlers from the United States during the year ending March 31, who, as they settled, added \$60,000,000 to the Dominion's wealth, measured in terms of money. The human wealth is beyond calculation, for most of the settlers have not only the vigorous character of pioneers, but a degree of education and accomplishment exceptional among emigrants."

St. Croix Courier: Says the Fredericton Herald: "It is understood that the new C. P. R. time table does not meet with the cordial approval of the railway committee of the Board of Trade. Secretary Dibble has taken the matter up with Superintendent Downie and is hopeful of securing some slight modification." "What's a 'railway committee' of a Board of Trade anyway?" some people down this way are inclined to ask, and whoever heard of a town organization asking for any better consideration from the officials of the C. P. U. who travel around in private cars and have a habit of entertaining citizens at dinner therein? (We would respectfully refer the Courier to our esteemed townsmen Mr. George Y. Dibble for the information sought.)

FLEMMING'S LITTLE TRIP.

Joint in Van Horne's Private Car Queered Valley Railway Scheme.

(Sackville Tribune.)

What, what, what's this! the Woodstock Press criticising Sir William Van Horne? Surely not; yet a perusal of the editorial column of the paper reveals something remarkably like unto such a criticism.

Does not the Press remember that Sir William and its idol, Honorable Mr. Flemming, provincial secretary, are the closest of friends? Does it not remember that Hon. Mr. Flemming recently rode from Fredericton to Montreal in the capitalist's private car? How dare the Press presume to refer in any but terms of praise to a capitalist who enjoys the friendship of the people's servant, Hon. Mr. Flemming?

What matters it if the great railroad man cast a spell over Mr. Flemming during that trip to Montreal and thus led to the shelving of the Valley Railroad scheme which had been viewed with displeasure by the Canadian Pacific Railway with which Sir William is so closely allied? True, Woodstock still waits for the Valley Road and the Press has yet to be sold on the merits of the railroad built for the people by that great statesman Hon. J. Douglas Hazen. But what are these things? Carleton still has Mr. Flemming, the friend of Sir William Van Horne, and good Conservatives can tell for many a long day how Van Horne said to Kidd: "but there they must stop for no man to say that Hon. Mr. Flemming lost ardor in advocacy of the Valley Road which the people need and the Canadian Pacific didn't want."

SIR FRED'S REPLY.

Says Ravings of Men Like Dr. Pringle Not Entitled to Much Notice.

TORONTO, June 12.—Sir Frederick Borden, in reply to a message, has made the following telegraphic reply to the declarations of Rev. John Pringle, before the Presbyterian General Assembly at Hamilton, on Thursday: "I never heard of Rev. Dr. Pringle, unless he happens to be the Rev. Mr. Pringle, formerly of the Yukon, if so he evidently continues to play his old part."

"I knew nothing about his engagements, but had he presented himself here during the last election my majority would doubtless have been considerably increased by the exposure of his Yukon record. "Presumably, he hates me because I am a member of a government which declined to play his game of self-glorification and self-advertisement, involving a denial of justice fair play."

"The ravings of such persons are not entitled to much notice."

Building Up a Speech.

Before making a speech Charles Dickens would decide on his various heads and then in his mind's eye liken the whole subject to the tire of a cart wheel, he being the hub. From the hub to the tire he would run as many spokes as there were subjects to be treated, and during the progress of the speech he would deal with each spoke separately, elaborating them as he went round the wheel, and when all the spokes dropped out one by one and nothing but the tire and space remained he would know that he had accomplished his task and that his speech was at an end.

Doing It.

Old Lady (to grocer's boy)—Don't you know that it is very rude to whistle when dealing with a lady?

Boy—That's what the gov'nor told me to do, mum.

"Told you to whistle?" "Yes'm. He said if we ever sold you anything we'd have to whistle for the money."—London Fun.

Running Conversation.

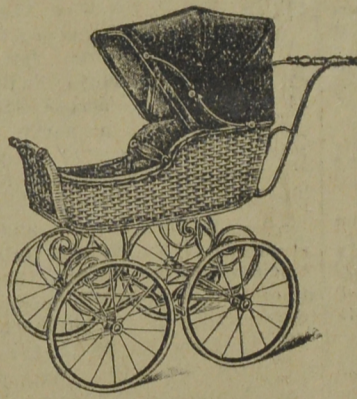
Collector (anxiously)—You know very well, sir, that this bill has been running several years. Now, I put it up to you, what do you want me to do with it? Debtor—By George, I'd enter it in the next Marathon race if I were you!—Puck.

What Did He Mean?

"Yes; I believe that every intelligent woman should have a vote." "But, senator, I understand that you were opposed to women's suffrage?" "I am."—Judge.

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Richard R. Baxter MANAGER

Monument to Wilde.

Twenty thousand pounds have been given for the erection of a monument to Oscar Wilde in Pere la Chaise cemetery, Paris, by a donor who desires to remain anonymous. An announcement to this effect was made at the recent complimentary dinner at the Ritz Hotel to the publication of Wilde's works in the face of considerable difficulty owing to the author's estate being in bankruptcy. The large company present included Sir Martin Conway, the Duchess of Sutherland, Lord Howard de Walden, who is generally supposed to be the anonymous donor of the monument; Edmund Gosse, William Archer and H. G. Wells.

G. B. Shaw Converted.

George Bernard Shaw—a Christian. That is the latest London story that has gained publicity, though as yet undiscussed in the public press. But it seems a fact. For years the greatest modern playwright has laughed to scorn the religious orthodoxy which he fought in his plays. He has boasted of Pantheism, defended it in public and by his bitter writings. And now comes the news of a complete turnover. The man who has worked the miracle is Rev. R. J. Campbell, the so-called New Theologian, and pastor of the City Temple, London. To add the last rivet to the truth of the rumor, Shaw has publicly avowed himself an adherent of Christianity.

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