

The Daily Gleaner



PUBLISHED BY THE GLEANER, LIMITED. Managing Director, James H. Crockett.

Terms to Subscribers:
The Daily Gleaner—
Per six months in advance, \$2.50
Per year, 5.00
The Semi-Weekly Gleaner—
Per year, 1.00

Telephones:
Business Office, 215-11
News Department, 215-21
Night Calls—
Business, 403
News, 414

THURSDAY, MARCH 21, 1907.
CENTRAL RAILWAY AS AN ASSET.

At a meeting of the Public Accounts Committee a few days ago, Premier Pugsley made it appear that the Central Railway had cost the country \$1,198,012.54, and therefore in putting the whole property in as a provincial asset of the value of \$1,150,000, the government had taken off \$48,012.50 of the actual cost. We are not told just why this forty-eight thousand and odd dollars were cut out, nor is there any substantial reason advanced why a million and odd should not have been taken off, and the forty-eight thousand left to represent the asset, or whatever else it might be called. There were apparently no reliable estimates of value used to serve as a basis. Facts and conditions were not taken into consideration. We are on the eve of an election and the Premier wanted to cut the net debt down on paper. He fixed the amount at \$1,150,000 for the reason that it best suited his purposes in the bookkeeping, and for this reason only. It may seem odd to the Attorney General to believe that intelligent people will view his method as one that can be endorsed, but it is a weakness of the Attorney General to underestimate public intelligence and to venture to trade with the people on that basis. The notion to use the Central as an asset even of small proportion is funny enough in itself; the fixing of it at a million and more, regardless of all the conditions which should have been taken into account, is so intensely ridiculous that it is almost beyond the political purposes which are intended to be served in the operation of the Central. In some of the speeches for which the Premier was responsible while addressing the committee, we have given as a reason for fixing the value at more than a million that railways are usually considered to be worth \$20,000 a mile. Good apples may be worth three dollars a barrel, but the rotten article in its advanced stage cannot be sold at any price. The Central was never a well equipped railway and its condition to-day is a disgrace to the province, known far and wide as such. With the Provincial Government guarantee of \$700,000 of bonds, it is true that something over \$1,198,000 of public moneys have been passed out on account of this Central Railway, but it is equally true that a large part of this money did not go upon the road, nor into developing the resources of the country through which the road passes. Thousands of dollars passed into the pockets of hungry politicians who were pets of the government through whom the subsidies were paid out. The enterprise was robbed from the beginning, and while friends of the government were growing rich from the pickings the road itself was starving for the want of funds. It is indeed a strange proposition that these stolen moneys should be treated as an asset.

There is no doubt that Grand Lake coal is among the best steaming coals in the market to-day. There is such a demand throughout the length and breadth of the province for the article that the mining industry in Quebec could be made, under ordinary circumstances, one of the most profitable investments to be found in the Maritime Provinces. Yet this very Central Railway, intended to assist in the work of development, and for the building of which so many hundreds of thousands of dollars have been voted, has itself been the greatest hindrance and drawback which the mining industry in Quebec has had to meet, because of the inability of the road to handle the business. And who is there who will not say that had the moneys with which the road is charged been prudently and honor-

ably expended in the work the Central would have been one of the best equipped lines of railway in Canada to-day. From its present disgraceful condition the government of the day and their hungry friends must bear the responsibility.

Premier Pugsley intimated in the Legislature yesterday that he expected to complete arrangements within a few months under which the Grand Trunk Pacific would take over the Central to be used as a branch of the Transcontinental. The Premier is always full of expectations about election times, and quite entertaining in his way. In the present instance he is not quite sure that the road will be disposed of within the time mentioned, for, as he says, in negotiations of this magnitude things sometimes move slowly. But the Attorney General should be able to tell us now just who are negotiating, not that it will expedite the business of transfer to let us know, but there are many who would like to view the prospect however remote, of a sale or a lease of the property to some corporation who would put the road in reasonable condition and operate it so that it would serve the purposes for which it was originally intended. The Grand Trunk Pacific have the power to build and acquire branches, but so far there has been no evidence of activity in acquiring branches in the east, where the main line is being constructed by the government, who are to be the owners. What dickerings the Attorney General may have had with any of the officials of the Grand Trunk Pacific, which is looked upon in some quarters as a sort of political machine, is not yet a matter of record, beyond what he incidentally stated in the Legislature a session or two ago, when he had some other purpose to serve, and as the people would really like to have some assurance that the Central would pass into the hands of a company who would make it of some service to the country, the Attorney General should move more rapidly in the business, and in a way that will remove the suspicion that the nearness of the elections has much to do with his activity and his promises of big things. The names of the gentlemen mentioned yesterday are the same names mentioned on the previous occasion. Has the Attorney General not made any further progress since?

MR. EMMERSON AGAIN.

Mr. Emerson's St. John organ, The Sun, has queer notions of the duties of an opposition in Parliament. It developed in the Public Accounts Committee a few days ago that the Grand Trunk Pacific, in their account with the government, endeavored to secure payment of \$162,000, expenses incurred in lobbying the contract through both branches of the House, and other items charged to promotion. The Sun claims that as this amount was not paid by the government, but withheld, it is pretty small politics in the Opposition to refer to it now, although it says the insinuation apparently is that the company had incurred a large expense lobbying the contract through the House and that if the original accounts are presented, payments made to certain members may be traced. We are not aware that it is small politics in an opposition to expose to the country the names of members of Parliament who exacted money from promoters for their votes on the Grand Trunk Pacific bill, more particularly when the company sought, perhaps under threat of exposure of the names, to force the country through the government to recoup them for the moneys thus paid out. The insinuation is serious enough that members of Parliament, presumably supporters of the government, were paid for their votes; the situation is much more deplorable if we are to assume that these payments were intended ultimately to come directly from the public treasury. The Sun's master, with the recommendation that it be paid, notwithstanding that the accountant, to whom the bills had been presented, had reported that the claim was irregular and improper. With this report the account passed to the chief engineer, Mr. Schrieber, who, notwithstanding the opinion of the accountant, gave his certificate and recommendation. The bill then went to Mr. Emerson, who, knowing the exceptions taken by the accountant, also certified the account, and passed the whole business on for payment. The Finance Department then took exception, and

against this Mr. Emerson held out and insisted that the account be paid. Influences were apparently set to work to operate on the Finance Department to endeavor to induce it to pass the spurious claim, and finally the matter was referred to the Minister of Justice, who at once put his foot down on the whole business. Having thus been foiled in their efforts, Messrs. Schrieber and Emerson got possession of the account, and tore off their certificates, probably in the hope that if the business did come to the light of day they would not be made to appear. The account was then returned to the Grand Trunk Pacific as rejected, and about the same time the accountant in the Railway Department who reported against the claim, and through whose report the irregularity and dishonesty of the proceeding was brought to the attention of the authorities, was removed from his position at Ottawa to another field of labor. It may serve the purposes of The Sun to make light of Mr. Emerson's connection with this scandal, but our contemporary fails too frequently to appreciate the value of public intelligence. The Sun should be less flippant.

THE SUB-TARGET DEAL.

The Public Accounts committee at Ottawa has been struggling with the bill for 250 sub-target machines delivered to the government, and about the same number now under contract. The cost is \$250 for each machine which is an arrangement used for purposes of instruction in rifle shooting. It is understood some 2,000 of these machines will be furnished at a cost of half a million dollars. Mr. Jewell of Toronto secured the right for Canada. According to the evidence of the manager, the contracting company paid Jewell \$53,000 cash and \$500,000 in stock for his right. This stock, with only \$1,500 paid up, is the total capital of the company. The interesting feature of the case is the fact that Mr. Jewell distributed the \$500,000 shares among various persons in lots of twenty-five and fifty thousand dollars. These included certain militia officers and politicians. Shares also passed into the hands of officials in the Militia Department. And the holders of these shares are among those who recommended the purchase. An attempt was made by members of the committee to find out what was paid for these shares and what transfers took place. But when the inquiry in this direction began to grow interesting, government supporters raised objections, the Minister of Railways leading in the enterprise of suppressing facts, and the chairman pulling out the questions. One of the \$25,000 stock holders who has transferred his shares is Mr. Wickwire, ex-M.P. of Kentville, N.S., a close friend of the Minister of Militia. It came out that the cost of manufacturing the machines was \$91 each, and the company has already made on the small number completed enough to pay for the patent and all preliminary expenses as well as for the cost of production. Hereafter they will apparently have at least \$150 profit on each machine, and as they have farmed out the work of making them there is, fine product ahead.

Bank of Montreal
Established 1817.
CAPITAL.....\$14,400,000
SURPLUS.....11,000,000
SAVINGS BANK DEPARTMENT—Interest allowed on deposits at best current rate and compounded QUARTERLY.
FREDERICTON OFFICE - - YORK STREET.

Dr. Barks Creo Cough Cure
Will cure your cough. Once tried—always used.
GEO. Y. DIBBLEE, The People's Druggist
Opp. City Hall.

SEE WHAT WE CAN SAVE YOU:
8 lbs Baking Soda, 25c; 3 lbs Currants, 25c; 1 pkg Cream of Wheat, 18c; 3 Malta Vita, 25c; 1 pkg Grape Nuts, 14c; 2 pkgs Force, 25c; 8 lbs Stephens Breakfast Food, 25c; 1 lb Pure Cream of Tartar, 25c; 3 cans Clams, 25c; 3 lb Prunes, 25c; 1 lb fresh ground Coffee, 25c; 3 lb Dates, 25c; Pineapples (grated) 23c; Pineapples (shredded) 18c; 1 box McCormick's Cream Sodas, 23c. Flour—best Manitoba, \$5.20 barrel; best Ontario, \$4.00 barrel. Try our 2c Tea—4 lbs for \$1.00.

THE SPRING AND SUMMER SHOWING OF
Wash Materials
Including all the newest things and at prices that stand the test of comparison with any in town.
WE MENTION A FEW OF THE LEADERS:
Fancy Dress Muslins, 10c. per yard
Fancy Dress Muslins, 15c. per yard
Fancy Shirt Waist Gingham, 14c. per yard
New Prints, 8c. to 14c. per yard
White Waistings, 17c. to 25c. per yard
TENNANT & CLARKE,
AGENTS
New Umbrellas, \$1 upwards
Long Black Kid Gloves, \$2.50 pr

GLASSES
THAT FIT AND ARE BECOMING TO THE WEARER.
For 12 years, Mr. A. A. Shute who has charge of our optical department, has been doing careful scientific eye testing. We have on our books thousands of records of satisfied customers. Many cases of headache, neuritis and insomnia have been relieved, and often permanently cured by correctly adjusted glasses.
SHUTE & CO.
4 Doors above Barker House.

Polo Polo
TO-MORROW NIGHT
ST. STEPHEN VS. FREDERICTON
Band with Skating after game.
Admission, - 25 Cents
Game starts at 8 o'clock sharp.

Lowneys Powdered Chocolate
In 1-4 lb. tins, 10c.; 1-2 lb. tins, 20c.
Lowney's Breakfast Cocoa, in tins, 12c, 15c and 25c.
Lowney's Cake Chocolate, 1-4 lb. cake 10c, 1-2 lb. 20c.
Lowney's Milk Chocolate, 5c. cake.

C. H. BURTT,
832 Queen Street The West End Grocer
Buy a New Clock!
Don't borrow time from your neighbors. The old clock that has stopped has probably served its time. We keep a full line of kitchen, dining room and parlor Clocks also, Nickel Alarm Clocks from \$1.25 up.
F. E. BLACKMER, Opposite Normal School.

DRIVING SHOES
Made of the best of Crome and English Kip, solid counters and insoles, oak taps, back strap, blucher or ball, 10 and 18 inches high, nickel hooks and eyelets.
Prices \$4.50, \$5.75
McManus & Co
Directly Opposite Normal School

The Bank of British North America
FREDERICTON, N. B.
Until further notice will pay interest on savings accounts quarterly, instead of half-yearly as heretofore.

ESTIMATES GIVEN ON ALL BRANCHES OF ELECTRICAL WORK.
W. ALLAN STAPLES
ELECTRICAL ENGINEER AND CONTRACTOR.
Construction and Supplies.
FREDERICTON, N. B.

The 2 Barkers
LIMITED
326 QUEEN STREET

52 15 200 50
260 14 100
June 30/07