

The Daily Mail

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THE HIGHWAYS AID BILL

The Tory newspapers which howl at the senate for holding up the Highways Aid Bill are particularly careful not to allude to some remarks made by Hon. Senator Loughheed when the bill was before the upper chamber. Here is what the hon. gentleman said, as reported in the official debates, page 6613:

"If they will observe the language in the preamble of the bill (the Highways Aid Bill) they will find that this is not a local undertaking. THIS HAS NOT FOR ITS OBJECT THE IMPROVEMENT OF ROADS IN A PARTICULAR MUNICIPALITY OR GROUP OF MUNICIPALITIES. IT IS NOT INTENDED FOR A MOMENT THAT THIS ASSISTANCE SHOULD BE GIVEN TO THE ORDINARY HIGHWAY IN A LOCAL SENSE. . . . Hon. gentlemen seem to think that the government of the day in its generosity has suddenly come to the conclusion that municipalities should be helped and what the provinces should be helped only so far as the development of local highways is concerned. . . . If the government of Canada desires to carry out an interprovincial or national undertaking extending from the Atlantic to the Pacific, is it unreasonable to say that each province should participate in the advantages to be derived from that expenditure on a pro rata basis? Quite the contrary?"

It is to be presumed that Hon. Mr. Loughheed, who is the Tory leader in the senate, spoke with the full authority of the government of which he is a member. He certainly gave no indication that the money was to be expended to improve the roads of any particular locality. On the contrary, he intimated that the money was to be used in the construction of a highway extending from ocean to ocean. The money was to be expended under the direction of the minister of railways, which means that the bulk of it would have been devoted to the construction of a highway through a thousand miles of woods in Northern Ontario. In the light of the facts it is amusing to see the partizan Tory newspapers blaming the senate for the bad roads which are to be found in all sections of the rural districts of this province. All the senate did was to tack an amendment on to the bill, making it compulsory for the government to divide the money among the several provinces on a basis of population. Had the government accepted this very reasonable amendment the scheme for a national highway for autoists through the wilds of Northern Ontario would probably have been knocked in the head but the money would have been available for the existing highways of the country where under Tory rule it is very badly needed.

BOQUET FOR MR. PINDER

Commence Stewart, M.P.P., who recently spent a few days at the Nackawick, where he evidently saw much of Mr. Pinder, M.P.P., hands out the following in the last number of his paper, The Chatham World:

"The latest from York county is that Hon. H. F. McLeod doesn't want to be sent to Ottawa as successor to Mr. Crockett, and that Mr. Young, M.P.P., and Mr. Pinder, M.P.P., are the only candidates for the Conservative nomination. The chances of Mr. Pinder are said to be best, even though he lives in a corner of the constituency. Mr. Pinder is a man who does things and he has steadily gained a high place in the confidence of the country. He found himself and his neighbors miles from river or railway transportation facilities and he went to work and built a railway from the C.P.R. through his district and out to the river. And it is a good railway, as good as the one it connects with. Mr. Pinder is running two trains a day over it now and hopes soon to have it taken by the C.P.R. on a rental basis, in accordance with his agreement with that great corporation. Mr. Pinder has just completed a new steam saw mill, equipped with the latest type of sawmill machinery, and is rebuilding the water mill that was recently burned down on another branch of the Nackawick, the village where the principal merchant, the buyer and shipper of farm products, the purchaser of all the logs that all the farmers for miles around cut and

offer for sale. HE LED THE POLL IN THE COUNTY, EVEN IN THE CITY OF FREDERICTON ITSELF, IN THE LAST ELECTION, and is sure to be elected if nominated as the Conservative candidate."

Grain Growers' Guide: We are sorry to announce that Canada will very shortly be a State of the American Union. It will not be more than a year before the Union Jack comes down and the Stars and Stripes floats over our land. This great calamity will be brought about by action of Congress and President Wilson in remapping or lowering the duty on Canadian farm produce and manufactured goods. Let us enjoy the sight of the Union Jack during the few short months it is permitted to float above us; let us prepare ourselves to become citizens of the American Republic. It gives us pain to make this solemn and serious announcement, but we know it to be true, and we consider it our duty to bid the Canadian people make ready. We say it not on our own authority, but on the authority of such reliable sources of national information as Zebulon A. Lash, Sir Edmund Walker, the Canadian Manufacturers' Association, The Toronto News, the Winnipeg Telegram, Sir William Van Horne, Hon. Clifford Sifton, Sir Thomas Shaughnessy and scores of other "pocket-book patriots" who buncoed the people two years ago.

BOARD OF HEALTH

(Continued from page eight.)

plumbing of York Street School do stand confirmed."

ST. MARY'S SLAUGHTER HOUSES

Mr. Farrell asked if slaughter-houses in St. Mary's, meat from which was sold in the city, were under the jurisdiction of the board. Dr. Mullin gave the opinion that such slaughter-houses were under the jurisdiction of the York County Board of Health but that any meat from them which was unfit for human food was liable to be seized and destroyed by an officer of the Fredericton Board of Health if offered for sale in the city and the person offering such for sale would be liable to fine or imprisonment.

ST. JOHN TO GET

(Continued from page eight.)

which means that it has been practically built by public funds. The C. P.R. is to lease and operate the road and has already prepared a schedule of rates on coal to this city and other points. It is as follows:

Minto to Fredericton, per net ton, 80 cents.
Minto to St. John, per net ton, via Fredericton, 85 cents.
Minto to Waasiss, per net ton, \$1.10.
Minto to Fredericton Junction, per net ton, \$1.30.
Minto to Woodstock, per net ton, \$1.60.
Minto to Cardigan, per net ton, \$1.20.
Minto to Cardigan, per net ton, \$1.40.

The new road is thirty-two miles in length, which means that the company is preparing to charge 2½ cents per ton per mile for hauling coal to this city and for an additional five cents it is prepared to haul the coal past this city a further distance of 67 miles, to St. John. Should a resident of Fredericton Junction desire a carload of Grand Lake Coal he must pay 45 cents more per ton in freight than he would pay if he were living in St. John. If this is not the rankest kind of discrimination in favor of St. John we are at a loss to know what to call it.

A fifty cent rate per ton for coal to Fredericton from the Minto mines would have been had enough in comparison with the rates charged by the Intercolonial. For instance, the distance from Norton to St. John is thirty-two miles and the charge by the I.C.R. for hauling a ton of coal between the two points is 40 cents, or just one-half the rate which the C.P.R. is to charge for performing the same service on the Gibson and Minto road.

While the new road will cut the freight rate on coal to this city almost in two, it will still be excessive considering that the mines are only thirty-two miles away by rail. This is a matter which should engage the attention of the Board of Trade without delay. They should find out why the company is prepared to haul coal to St. John, a distance of ninety-nine miles, for 85 cents per ton and charge the people of Fredericton 80 cents for hauling it only thirty-two miles.

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When cross, feverish, restless, see if tongue is coated, then give this delicious "fruit laxative." Children love it, and it cannot cause injury. No difference what ails your little one—if full of colic, or a sore throat, diarrhoea, stomach ached, bad breath, remember, a gentle "inside cleansing" should always be the first treatment given. Full directions for babies, children of all ages and grown ups are printed on each bottle.

Beware of counterfeit fig syrups. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," then look carefully and see that it is made by the "California Fig Syrup Company." We make no smaller size. Hand back with contempt any other fig syrup.

(Victoria Times)—Did Parliament clothe Mr. Pelletier, might we ask with power to regulate the size of advertisements? Has he the power to say that a newspaper containing a double-page advertisement shall pay a postal rate eight times higher than it legally could be called upon to pay were the double-page divided into two pages? If the Postmaster General possesses such power he is certainly in a position to do whatever he pleases with newspapers that use the mails for purposes of distribution, because it will be obvious that he would not be content only to regulate the size of the advertisement. He would soon undertake the regulation of the length of editorials, which would be quite as sensible as to fix the size of an advertisement.

The Tory St. John Standard announced by large type a few days ago that the Royal Line steamers were coming to St. John. The following day the report was contradicted by Vice-President Hanna and the Tory organ explained its bad break by explaining that it got its information from an evening paper. The Tories of St. John appear to be grasping at straws these days.

It is reported that the backboneless Minister of Marine has his eye on the honorable and dignified position of Chief Justice soon to become vacant. It is dollars to doughnuts that the Minister will never face the music in St. John again if he thinks there is the slightest possibility of his getting locked.

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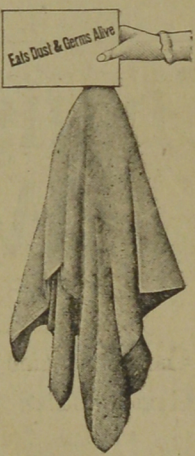
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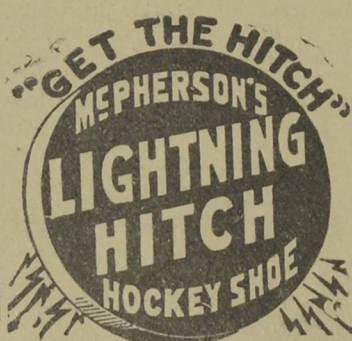
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