

THE DAILY MAIL

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But under the circumstances I determined that the Government was right, and I determined to place at its disposal whatever influence I had with my fellow-countrymen. I have loyally supported all the war measures of the Government, have appealed to all classes of my fellow-citizens to rise to the occasion and do their share, not only in contributing money, but in the ranks by doing battle for the great cause. And I am here today for the same purpose and object, to appeal to my fellow-countrymen of all origins to do their duty, and ask all who can go to take their places amongst those who are contending for the cause of civilization on the fields of France and Flanders.—Sir Wilfrid Laurier at Brome.

THE GOVERNMENT AND RAILWAYS.

The members of the Provincial Government who are campaigning in Carleton on behalf of Hon. B. Frank Smith and his colleague, have had a lot to say about the Central Railway; but it is noticeable that they are not exploiting to any marked extent the railway policy of the Government. These heaven-born statesmen have had to do with several railway enterprises since they came into power, and in nearly every instance the taxpayers of the province harvested a good-sized lemon crop as a result of the lack of foresight shown by their legislators.

The Southampton Railway, in York, and the Drummond Railway, in Gloucester, are fair samples of what this administration has done in the way of railway building during the past eight years. They are not appealing for votes in Carleton on their record as railway builders, and in this connection we are bound to say that they are displaying better judgment than they usually do.

It will be generally admitted that the best branch railway constructed in this province since Confederation is the International, connecting Campbellton with St. Leonards. The International had its bonds guaranteed by the old government to the extent of \$8,000 per mile, and in addition it received a cash subsidy of \$2,500 per mile. When the bill granting aid to the company was before the Legislature in 1907, members of the then Opposition, including the Hon. B. Frank Smith, now Minister of Public Works, strenuously opposed it. We have a very good record of their views with respect to this railway in the official debates of 1907. The leader of the then Opposition was Hon. J. D. Hazen, and we find him thus reported:

"No one would have imagined that if this road (the International) were of any intrinsic value, there would have been any difficulty in getting people to put their money into it for its own sake. * * * MOREOVER, THE COUNTRY IS SUCH THAT THERE WILL NOT FOR MANY YEARS TO COME BE A SINGLE SETTLER IN IT. What, then, has this railway to depend on? Surely lumber."

Mr. J. Kidd Flemming, Mr. Hazen's first lieutenant, was equally pessimistic. We find him reported as follows: "Now, there is a great project to pledge the credit of the province for \$1,176,000 for the International Railway. * * * I WANT TO SAY THAT THE DAY HAS PASSED WHEN THE YOUNG MEN OF NEW BRUNSWICK WILL TAKE UP WILDERNESS LANDS. WESTERN OPPORTUNITIES ARE TOO GREAT."

In spite of Mr. Flemming's prediction, many settlers of an excellent class have settled along the line of the International, and the ex-Premier saw to it that a settlement was given the name of "Flemming."

Then we have the views of Mr. B. F. Smith, who was a member of the House at that time. He is thus reported:

"There has been some attempt on the part of the leader of the Government to connect this railway with the St. John Valley Railway. There can be no comparison between the two roads. I don't think, as a business man, that the Government will be justified in assisting the International to the extent proposed."

Mr. Donald Morrison, a leading light in the Opposition at that time, was more outspoken in his condemnation of the project than some of his colleagues. Here is what he said:

"I see no prospect whatever of the road ever paying. It is simply a local road with nobody behind it, nor any-

body with a single dollar in it. * * * I do not see how this line can pay, and therefore the province should not guarantee its bonds."

The inconsistency of the men who opposed assistance to the International was shown by their action a few years later, in guaranteeing the bonds of the Southampton Railway to the extent of \$12,000 per mile. The International road has always paid its bond interest, while the provincial treasury has had to stand the scorching in the case of the Southampton Railway. Then the International Railway, which the great and wise prophets said would never pay its way, turned out to be such a good proposition that the Federal Government recently acquired it at a price in the vicinity of \$3,000,000. It is now being operated as part of the Government railway system, and eventually the bonds guaranteed by the province will cease to be a liability.

There is no doubt that the completion of the International, which Smith and Flemming opposed, has had much to do with increasing the territorial revenues of the province. It not only opened up a large section of rich country, but has provided a short route to the American markets for the lumbermen of Restigouche and Gloucester, and has been a great stimulus to their business.

The records show clearly that members of the present Government, when in opposition, opposed railway legislation which turned out to be to the advantage of the province, and since coming into power they have granted financial support to railways which have not, and probably never will, be able to pay the interest on their bonds.

Toronto Saturday Night: What Canadians want and demand is that the plant of the International Nickel Company, lock, stock and barrel, be moved into Canada; that the governments, Federal and Provincial, come to some understanding whereby the government will have a hand in nickel production; not only directing where Canadian nickel shall and shall not go, but also a legitimate share in the profits of the industry. * Whether under complete or partial government ownership is a matter of detail. The main thing is, we want to make "German silver" (a mixture of brass and nickel) as expensive as possible in Germany after the war, and at the same time benefit through the development of Canadian industries. Surely these are not unreasonable demands.

Government heebers in Carleton county, acting no doubt under orders from higher up, have been going about tearing down Opposition posters and committing other acts of vandalism. Whom the gods destroy they first make mad.

ON THE SIDE.

The ridiculous Reventlow has been found out apparently even in Germany.

As the straw hat passes, the new fall hat fills a much felt want.

Even when she's off her stride on the links a pretty woman is a fair golfer.

When a man speaks rapturously of "the good old days," he is really thinking of his wicked young days.

Some men win a girl with mendacity, some with pertinacity, some with audacity—and some with all three.

The man who makes the smallest contribution is usually the one who kicks the most about the way the church is run.

How did the pair that were married "secretly" in a cornfield, keep the affair hidden with all those ears about?

The baby who threw away \$2,500 worth of jewels was at least the intellectual equal of a good many inheritors of fortunes.

Platinum, says the market page, which is now worth \$80 an ounce, may be worth \$100 an ounce by Christmas. Do your Christmas shopping early.

Disposal of Garbage.

There are complaints from citizens that Fredericton should have a more modern system of garbage removal. At the present time the dump at the Flats is the receptacle for it, and a man is stationed there to burn all objectionable matter as it arrives. The Board of Health some time ago closed all the other dumps in the city.

Died in Lynn.

Mrs. John Christie, formerly of this city, died on Tuesday in Lynn, Mass. The remains will be brought here tomorrow. Interment will be made at the Rural Cemetery. The funeral will be from the C. P. R. Station.

Engagement Announced.

Mr. John Scott, of Prince William, announces the engagement of his only daughter, Mary Jean, to Mr. Charles Hamilton, of Lower St. Marys. The wedding will take place early in October.

Scott Act Raid Today.

Policemen Hughes, Pace, Murray and Sturgeon raided the Waverley Hotel this morning under a Canada Temperance Act warrant. Gin, ale, whiskey and brandy to the value of about twenty-five dollars was seized, as a result of the search.

140TH BATTALION GETS SEVERAL FROM HIGHLANDERS

Meeting Held in Opera House Last Night For Recruiting Purposes.

Seven members of the 236th Battalion have been transferred to battalions which are going overseas shortly.

These transfers are the result of the campaign inaugurated by Lieut. Col. Beer, officer commanding the 140th Battalion. The transfers are as follows:

Privates J. J. Haines, Morris, Barry, Hovey and Gebbie, to the 140th Battalion; Privates Pond and Graham, to the 132nd.

The campaign in York county to bring the 140th Batt. up to strength was begun last night with a meeting at the Fredericton Opera House. The attendance was not large, evidently showing that meetings have lost their power to stimulate recruiting in Fredericton. The Fredericton Brass Band was in attendance and played both outside and inside the theatre. There also were vocal solos by Mrs. W. G. Montgomery, banjo solos by Mr. Cecil D. Holder, and selections by a male chorus.

His Worship Mayor Mitchell was in the chair. The representatives of the 140th Battalion who were present were Lieut. Col. Beer, Major F. A. Good, Lieut. Dowling, Lieut. A. W. G. Good, Lieut. Armstrong, Sergt. Morehouse and Sergt. Bradbury. The speakers were introduced by the Mayor and were well received.

Sergt. Bradbury, who is well known throughout the province for his connection with athletics, particularly Rugby football, was the first speaker. He briefly told of the feeling which had compelled him to leave a comfortable home and good position and enlist. He promised that every man would get a square deal in the 140th, one of Canada's crack units.

Lieut. Col. Beer was the next speaker. In the course of his remarks he paid a glowing tribute to the soldierly qualities of Lieut. Col. Guthrie and to the assistance in recruiting that he had given the 140th. He also made some complimentary remarks concerning Major Good and expressed regret that he was not to accompany the battalion. He also thanked the people of Fredericton for the kindness shown to C Company, 140th Battalion, during its stay in Fredericton.

Colonel Beer told of the shortage of men in his battalion and appealed for recruits.

When the call for men was made, six responded. All were members of the 236th who desired to transfer. One reconsidered his decision today, but the others have been transferred.

Colonel Beer and party went on to Woodstock.

LIEUTS. MCFARLANE AND BREWER ARRIVE HOME

Comming Was Unexpected---Will Take Commissions in the 236th.

Lieut. Ray Brewer and Lieut. N. Cameron McFarlane, two of the 236th Battalion's platoon commanders, who have been recalled from the front to join the corps, arrived this morning. Their arrival was most unexpected, and there was no public reception for them. Lieut. Brewer was thought to be still in England. His parents did not know otherwise until after his arrival here.

Lieut. Frank Eason, also of this city, has gone to Quebec to report. He is to be adjutant of the 236th. It is not known where Lieut. Charles E. Blair is. He also is to return to join the Highlanders.

Lieut. Brewer is a son of Mr. and Mrs. H. T. Brewer, of Fredericton, and is a nephew of Lieut. Colonel P. A. Guthrie. He served with the 26th Battalion.

Lieut. McFarlane is a son of Mr. and Mrs. Samuel H. McFarlane, of this city. He was an instructor at Macdonald College, Ste. Anne de Bellevue, Quebec, when the war began. He resigned his appointment and enlisted with one of the universities companies which were raised as reinforcements for Princess Patricia's C. L. I. He served in the trenches with the Princess Pats for several months.

BANNER SUGAR CROP IN CUBA.

3,000,000 Ton Mark will be Reached This Season.

New York, Sept. 12.—Despite the tendency of increase the price of sugar reports arriving here from Cuba indicate that the sugar crop there for the year has been a banner one.

The reports state that up to July 29 the total amount of sugar produced in Cuba for the present season was 2,917,516 tons, and the stock on hand at that date was 524,111 tons. It is expected that the 3,000,000-ton mark will be reached before the end of the season.

The Stock Market.

Stock quotations at noon today were Air Brake 139½; C. P. R. 178; Crucible, 84½; Marine, 120½; Union, 142½; U. S. Steel, 104½; Brazilian, 58; Iron, 57; Scotia, 126; Spanish, 11¼; Steel Co., 61.

First Showing of 1916 Furs

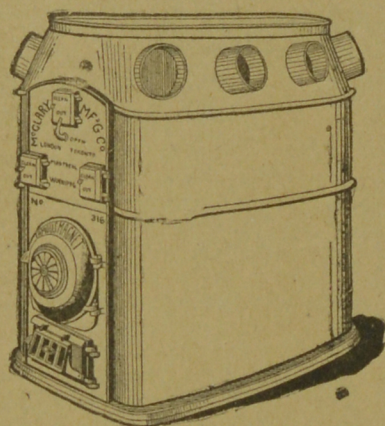
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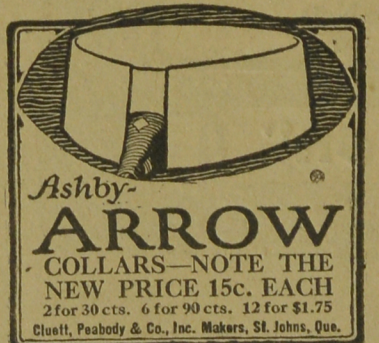
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