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FRIDAY, FEBRUARY 18, 1916

"With malice towards none, with charity for all, with firmness in the right as God gives us to see the right, let us finish the work we are in, to bind up the nation's wounds, to care for him who shall have borne the battle, and for his widow and his orphan, to do all which may achieve and cherish a just and a lasting peace among ourselves and with all nations."—Abraham Lincoln.

GOVERNMENT INCOMPETENCY.

Some rather timely and interesting information concerning the St. John Valley Railway was extracted from Hon. Frank Cochrane in Parliament a few days ago by Mr. F. B. Carvell, M. P. for Carleton. Mr. Carvell, having in mind the arbitrary order issued from Ottawa late in December, to dismiss the employees and close the railway down on January 1st, sought some information regarding the road from the responsible head of the Department of Railways. One question Mr. Carvell addressed to the Minister was as follows:

"What amount of money has been paid by the Intercolonial Railway or the Government to the Government of New Brunswick as their proportion of the earnings of the Valley Railway, so-called, down to December 31st last?"

Now just look at the answer given by the Minister:

"NONE, but there is due to the Province of New Brunswick, under the arrangement whereby the Province was to receive 40 per cent. of the gross receipts, \$18,733.63, accruing during the nine months ended December 31."

No doubt anticipating some such reply as this, Mr. Carvell asked a follow-up question, as follows:

"Has the Province of New Brunswick received 40 per cent. of the gross earnings of said railway since the beginning of its operation? If not, what percentage of said earnings has the Province received?"

Now note the reply made by the Minister. Here it is:

"NO. From the commencement of operations, January 1, 1915, until March 31, 1915, THE ARRANGEMENT WAS THAT THE PROVINCE AND THE DOMINION SHOULD EACH BEAR ONE-HALF OF THE DEFICIT, IF ANY, UNDER THIS ARRANGEMENT THE PROVINCE OWES THE DOMINION \$2,977.51."

Hon. Mr. Cochrane further told Mr. Carvell that THERE WAS NO FORMAL AGREEMENT BETWEEN THE TWO RAILWAYS AS TO THE OPERATION OF THE ROAD ON A 40 PER CENT. BASIS, and that the arrangement was ONLY TEMPORARY.

Asked why the Department had issued an order to close down the railway on January 1st, Hon. Mr. Cochrane bluntly stated that the reason for this order was "THE NON-COMPLETION OF THE ROAD." In other words the Minister of Railways had become disgusted with the bungling policy of the Local Government, and had decided on drastic measures, with the hope that matters might be brought to a head.

It will certainly surprise the people of New Brunswick, especially the fool's paradise dwellers who labor under the belief that we have "a business-like government" in control of affairs in this province, to learn that THERE HAS NOT BEEN A DOLLAR PAID INTO THE PROVINCIAL TREASURY THUS FAR BY THE INTERCOLONIAL RAILWAY IN CONNECTION WITH THE OPERATION OF THE VALLEY RAILWAY. It will also surprise them to learn that there was no formal agreement entered into with the Federal Government for the operation of this road on a 40 per cent. basis. There is now completed and in operation 117 miles of the road. There is four million dollars belonging to the people of this province tied up in the enterprise, and although the road has been in operation for more than a year not a single dollar from the earnings has been available for interest. The interest charges are at least \$160,000 a year, and to offset this large sum we have \$18,733.65 owing by the Intercolonial Railway as the province's share of the operating receipts, against which the Federal Government has an alleged claim of \$2,977.51. In the face of all this we are told by the Minister of Railways that the road is being operated by a temporary agreement, which he is liable to terminate at any time. A gentleman close to the Government told the simple truth this week when he said: "THERE NEVER WAS A TIME IN THE HISTORY OF NEW BRUNSWICK WHEN PROVINCIAL AFFAIRS WERE IN SUCH A DESPERATE CONDITION AS IS THE CASE TODAY!" In view of their scandalous record of bungling and maladministration in connection with the Valley Railway, the members of the Provincial Government, if they are really anxious to perform a public service, should lose no time in writing out their resignations and promptly tendering the same to His Honor the Lieutenant Governor.

It makes the ultra-loyal Tory newspapers very wrathful to be told that Hon. John Douglas Hazen has a native-born German for a private secretary. One would almost have thought that "a staunch Imperialist" such as Hon. Mr. Hazen professes to be would have given the position to a loyal Canadian in the first place.

The postponement of the Legislature will give the members of the Government more time to consider the case of Mr. Albert John Henry Stewart, M. P. P. for Gloucester, who was recently caught with the goods.

For once the colleagues of Premier Clarke in the Provincial Government are of one mind. They want the Premier to go to some secluded spot in the United States, "where the wicked grafters cease to trouble and the weary are at rest."

ON THE SIDE.

What has become of the old-fashioned prophet who believed in a short war and a merry one?

Some people are born wise, others achieve wisdom, the rest have Dollar Day thrust upon them.

If all the women can look as cute as some of their spring hats, this is going to be a better world right away.

In due time Dollar Day will get to be such an event that all the stores will close down to celebrate it.

The Russians have become suddenly very fond of the Turks. They have just undertaken to give free board and lodging to 100,000 of them for an indefinite period.

Why should one study the occultation of Jupiter by Venus when one can get the same effect by seeing almost any woman?

No doubt Hon. Mr. Hazen's chief reason for employing a German for a secretary is to give any native Canadian who might aspire to the position a chance to enlist.

In the proposed German census of potatoes, every potato is expected to answer truthfully any question, however seemingly irrelevant, that may be put to it.

PRIEST; EXPIATED CRIME IN ELECTRIC CHAIR

Slayer of Anna Aumuller Executed at Sing Sing Prison This Morning

(Canadian Press)
Ossing, N.Y., Feb. 18.—Hans Schmidt was electrocuted at Sing Sing prison early today for the murder of Anna Aumuller, Sept. 2, 1913. Schmidt went quietly to the death chamber, accompanied by the principal keeper and the Rev. Mr. Cashen, prisoner chaplain.

When he entered the chamber the guards attempted to direct him toward the chair but Schmidt gently shook them off and insisted upon addressing the seventeen witnesses. Schmidt said:

"Gentlemen, I ask forgiveness of all those I have injured or scandalized. I forgive all who have injured me. My last wish is to say goodbye to my dear old mother."

Schmidt then seated himself in the chair and the current was applied three times. Within a minute he was dead.

When the torso of Anna Aumuller's body was washed upon the New Jersey shore of the Hudson River, there started a search which has had but few parallels in the annals of New York crime. There was but one faint clue, a pillow case on which was embroidered the letter "A," but it was such a pillow slip as might be found in hundreds of homes or stores. There was not even a laundry mark to aid the police.

With this slender clue, Inspector Faurot took personal charge of the case and Sept. 14, 1913, twelve days after the murder, Hans Schmidt, an assistant priest at an uptown church was arrested, charged with the crime. An hour before the arrest the inspector had broken into the flat and had found a long-bladed butcher's knife and other evidence that the murder had been committed there. Schmidt confessed and the sole defence was that it was "a blood sacrifice murder."

The body had been dismembered and presumably all of it was thrown into the river, although the head was never found.

Many a courtship is torpedoed on the sea of matrimony.

LOCAL GOVERNMENT BUNGLING EXPOSED

Not a Dollar Has Yet Been Paid by I. C. R. for Operating the Valley Road.

Following is Mr. Carvell's query, addressed to the Minister of Railways in Parliament, and the latter's reply thereto:

Mr. Carvell—1. What amount of money has been paid by the Intercolonial Railway or the Government of Canada to the Government of New Brunswick as their proportion of the earnings of the Valley Railway, so-called, down to December 31st last?

2. Has the province of New Brunswick received 40 per cent. of the gross earnings of said railway since the beginning of its operation? If not, what percentage of said earnings has the province received?

3. Was an agreement signed between the two governments around the first of January, 1915, or shortly thereafter, for the operation of the said railway on what is known as the 40 per cent. basis?

4. Has a new agreement been entered into between the two governments within the last month or six weeks as to the operation of the said road and the distribution of the earnings thereof?

5. Under said new agreement, what proportion of the gross earnings are payable to the province of New Brunswick?

6. Did the Department of Railways and Canals, in the month of December last, order the cessation of the operation of the said road to take effect on the 1st day of January instant?

7. If so, what were the reasons for such order?

Mr. Cochrane—1. None, but there is due to the province of New Brunswick, under the arrangement whereby the province was to receive 40 per cent. of the gross receipts, \$18,733.65, accruing during the nine months ended December 31.

2. No. From the commencement of operation, January 1, 1915, until March 31, 1915, the arrangement was that the province and the Dominion should each one-half of the deficit, if any. Under this arrangement the province owes the Dominion \$2,977.51.

3. There was no formal agreement.

4. No.

5. Answered by No. 4.

6. Ordered cessation of the temporary arrangement which led to negotiations which resulted in the order to continue operation after January 1, 1916, on terms to be arranged.

7. The non-completion of the road.

WIFE POISONER PAYS DEATH PENALTY

(Canadian Press)
Concord, N.H., Feb. 18.—Oscar J. Comery was hanged at the State Prison early today for the murder of his wife.

An unusual method of execution was employed. No scaffold was used. Comery was led into a store room and placed standing on a trap door. The single electric in the room was extinguished for twenty seconds while the trap was sprung and the body dropped into the prison cellar. The execution was the first in this state in twenty-three years.

Mrs. Comery died at her home in Manchester on Nov. 29, 1914. Comery was arrested on January 1, 1915, and later confessed that he had poisoned his wife. At the trial it was brought out that he had become infatuated with a young woman, that he had taken out a large insurance on his wife's life and that he gave her the poison in some medicine while she was suffering from a cold.

ALLEGED SPY IS HELD AT TORONTO

(Canadian Press)
Belleville, Ill., Feb. 18.—Emile Koehler Jr., an American and former resident of this city, is under arrest in Toronto, Ont., suspected of being a German spy, according to information received here by Emile Koehler, the boy's father.

Mr. Koehler has written to Secretary of State Lansing, asking for the government's assistance in obtaining the release of the younger Koehler. The boy until recently was a printer in Toronto, his father said.

TO STOP BUYING AMERICAN HORSES

(Canadian Press)
Kansas City, Feb. 12.—No more American horses for use of the British forces will be purchased for some time at least, according to Major General Benson of the General Staff of the British Army, who is in the charge of the purchase of horses.

General Benson, who today went to Latrobe, Mo., to inspect a band of horses purchased some time ago, said the affairs of the remount service in this country would be closed up with in a short time.

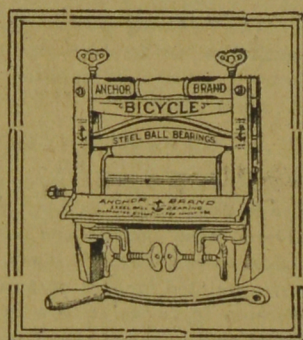
Miss Morgan left last night on a business trip to the leading Canadian and American markets.

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