

THE DAILY MAIL

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WEDNESDAY, APRIL 26, 1916.

What I said November 9, I repeat now: "We shall never sheathe the sword, which we have not lightly drawn, until Belgium—and I will add Serbia—recover in full measure all and more than they have sacrificed; until France is adequately secured against aggression; until the rights of the small nations of Europe are based upon an unassailable foundation, and until the military domination of Prussia is wholly and finally destroyed." Premier Asquith.

THE PEOPLE FOOLED.

We are told at last what wonderful Valley Railway legislation is proposed, and when the official news was given out last evening our worst fears were confirmed. The Valley Railway is to be simply an adjunct of the C. P. R. It will be operated by the I. C. R. at present but when the determination was reached not to make it a through line to St. John, but to go to Westfield or Welsford, that moment the real purpose of the road was abandoned.

Hon. Mr. Murray dealt in glittering generalities last evening when presenting the measure. Boiled down, he simply said the road was to be extended from Gagetown to some point on the C. P. R. instead of crossing the rivers and entering St. John by the much-promised east route.

There was a hope that the long-delayed announcement might contain an assurance that the Dominion Government would relieve New Brunswick of the liability for the tremendous bond issue of six million dollars, but any who imagined such a happy solution of some of our difficulties were disappointed. We must pay for the mistakes of a government which was and is not only incompetent, but always on the lookout for their personal interests rather than those of the people.

There is no hope that under this administration we can ever make this railway pay the interest upon the bonds. The money to do this must come from the people. And not only from the people along the line, but from every nook and corner in New Brunswick. The diversion of the route has disappointed and discouraged many people in Queens and Kings counties who have been promised again and again by their representatives that there was not the slightest doubt the east side route would be followed. Many of them will suffer serious loss because of the C. P. R. influence that has prevented the Valley Railway from becoming the through competitive route from Grand Falls to St. John that was pledged in every speech of Messrs. Flemming, Hazen and Clarke.

There are some expenditures charged up to "promotion" and "legislation" in connection with street railways. Hon. Mr. Murray should introduce a bill to have every expenditure itemized. What an interesting statement it would make and how grieved the energetic and persuasive managers would be. The form of such a statement might be given in Mr. Murray's bill if he thinks well of the idea. Something like this:

Promotion.

Entertaining at Fredericton.....\$ 500
Gratuities to assistants..... 1,000
Legislation.....
Opinions changed (\$200 a change)..... 3,000
Lawyers' fees for lobbying..... 1,000
\$5,500

There are other items that should be included, but they no doubt would be too sacred—or secret!

Acting Premier Murray, in his speech in the House last night, devoted considerable attention to the Trans-continental Railway and also to the Central Railway. He sought to make it appear that considerable public money had been wasted in connection with those roads. The Minister was mighty careful, however, to omit any reference to the Southampton Railway enterprise carried out since the present Government came into power. For the benefit of Hon. Mr. Murray, it might be stated that the cost of the Southampton Railway was also enquired into by a Royal Commissioner, who reported that \$40,000 of public money voted to the road had been diverted to some other channel.

Hon. Mr. Murray let the cat out of the bag during his speech in the Legislature last evening, when he declared that the Valley Railway would hand its traffic over to the C. P. R. at Welsford. His attention was called to the supposed break by Hon. Mr. Baxter, whereupon the acting Premier started to do some explaining. His

explanation as to what he meant was not very clear and later on in his speech he had to explain it all over again. He finally wound up by stating that the I. C. R. was to secure running rights over the C. P. R. from Welsford to St. John.

Messrs. Woods and Price and Benjamin Franklin Smith were as quiet as mice when the House assembled last night. They did not take advantage of their right under the question of privilege to challenge the serious statement made concerning them and their activities by the newspaper supporting their party. Must they grin and bear it? But who, then will comfort J. Malakoff?

Mr. J. L. Stewart, M. P. P., has arrived in Fredericton in time to add to the Government's numerous troubles. The Commodore's friends, who are legion, will be pleased to know that he is steadily recovering his health. He made his first appearance in the House today and was cordially welcomed. The Commodore may be expected to warm things up during the dying hours of the session.

In the Legislature last night Hon. Mr. Murray advanced what he called "fair and reasonable reasons" for changing the route of the Valley Railway. There are quite a number who, while admiring the acting Premier as a phrase maker, will differ with his views.

Hon. Mr. Murray, in his speech in the Legislature last night on Valley Railway matters, was merely voicing the sentiments of Mr. F. P. Gutelius, general manager of the Government railway system.

One of the sights in the Legislature last evening was Hon. John Morrissey applauding Hon. James Murray.

ON THE SIDE.

Will J. Malakoff walk the plank?

It takes a New York "skoit" to put the coil in curl.

"Time for a change" says the Government in regard to the Valley Railway.

Sometimes we can't help wondering if the real pirates got their notions from those on the stage.

A bunch of painted flowers by Latour brought \$2,000. Orchids could do no better.

In the good old summer time—we shall probably have another snow-storm.

Sometimes the woman who says her husband is the kindest, quietest and best-natured man on earth, gets a sort of sneaking suspicion that he's just lazy.

Dr. Harvey Wiley says that ever since he told the Harvard men to eat sugar, Yale has been unable to prevail against them. Little lumps of sugar, little grains of sand.

OBITUARY.

LATE ROY L. GREEN.

The funeral of the late Roy L. Green took place this afternoon from the residence of the father of the deceased, Mr. Jesse Green, Woodstock Road. It was largely attended. The service was conducted by Rev. W. H. Smith and interment was made at the Rural cemetery.

LATE MISS CECILIA KENNEY.

The funeral of the late Miss Cecilia Kenney took place this morning from her late residence. Solemn High Mass of Requiem was celebrated at St. Dunstan's church at nine o'clock by Rev. Father Carney. Interment was made at the Hermitage.

LATE ALBERT C. SMITH.

The funeral of the late Albert C. Smith, president of the Smith Foundry Company, took place this afternoon from his late residence, 447 Brunswick street. Rev. Dr. W. H. Smith conducted the service and the remains were taken to the Pickard Burying Ground, Douglas, for interment. The funeral was largely attended, the deceased being a well known man. It was under Masonic auspices, the deceased being a member of Hiram Lodge, No. 6, A. F. & M. Music was furnished by the Fredericton Brass Band. There were many beautiful floral tributes.

The pall-bearers, members of the Masonic order, were as follows:—C. H. Edgecombe, J. H. McMurray, H. M. Blair, W. S. Kilburn, J. Stewart Neill, Luke S. Morrison.

The mourners were as follows:—Robert B. Smith, Harry A. Smith, Luther B. Smith, Alexander Smith, B. Frank Smith, Harry F. Smith, Colby Smith, Peleg Smith, Ellis Smith, Fred McFarlane, Gordon McFarlane, Peter McFarlane, Alexander McFarlane, Lieut. R. B. McFarlane, S. H. McFarlane, A. S. McFarlane, J. Walter McFarlane, William L. McFarlane, Kenneth McFarlane, Leslie McFarlane, John Emerson, E. Emerson, Alfred Hoyt, Harvey True, Wm. D. Ginter, E. Lorne Merrithew, G. H. Jewett, W. A. Morse, Alexander C. Fleming, John F. Timmins, W. J. Glavin, A. W. Woods, employees of Smith Foundry Company.

THE VALLEY RAILWAY
DISCUSSED AT OTTAWA

Ottawa, April 25.—Tonight's debate in the House of Commons held peculiar interest for New Brunswick, first one matter, then another, being brought forward by the aggressive Liberal members from that province. In answer to Hon. Dr. Pugsley's plea for a government elevator at St. John, Hon. Dr. Reid, acting minister of railways, said this was greatly needed and that provision for it might be in the supplementary estimates.

Speaking of the Valley Railway, Hon. Dr. Reid said that legislation to take over, section by section, paying the provincial government forty per cent. of the gross earnings, would be brought down next week. He spoke of the Maine Central contraction but said that a second route proposed would make necessary a length of only twenty-five miles on the Canadian side.

There was a further discussion of the inconveniences of censorship of mail at the opening of today's House Mr. F. B. Carvell referred to the delay caused by the censorship of letters from foreign countries to Canada. It took a week under present conditions to get an ordinary business letter from New Brunswick points to Boston.

Sir Robert Borden replied that the censorship had been established as a result of the receipt of confidential documents of an important character sent to the Canadian authorities by the Imperial government, the contents of which had been made known to Sir Wilfrid Laurier. The postmaster general had tried to have this huge task carried out promptly and effectively.

Valley Railway Up Again.

The House then went into committee on railway estimates. Mr. F. B. Carvell asked whether there was any change in the status of negotiations between the Canadian government and the government of New Brunswick in regard to the construction of the St. John Valley Railway. He had understood from the statement recently made to the House by the minister of public works that the government had gone back on its pledge to operate the road and pay over forty per cent. of the gross profits to the New Brunswick authorities.

Hon. Dr. Reid stated he expected to bring in legislation in regard to this railway in a few days. The bill would provide for the operation of the road by the government and the payment of forty per cent. of the gross profits as arranged to New Brunswick, the arrangement to be retroactive from January 1. Each section of the road would be operated till it was complete to Westfield and when the Ardover section was completed that would be operated too. As regards the proposal to build a connection to Vanceboro to meet the Maine Central Railway, Dr. Reid said this would involve the construction of forty-five miles of road in Canada whereas there was a proposition to connect with the Maine Central at another point which would involve the construction of only twenty-five miles of road in Canada, the American line to build fifteen miles itself to meet it.

SHOCKING TRAGEDY
AT BUFFALO, N. Y.

Buffalo, N. Y., April 25.—Harry Evans, of Portville, N. Y., killed his wife on the post office steps here last night by cutting her throat with a razor.

He slashed his own throat and is not expected to recover.

Evans had not been living with his wife for several months. They formerly lived in Niagara Falls.

FACTORY FIRE CAUSES
SERIOUS DAMAGE.

(Canadian Press)
Havre, April 26.—Fire in a barbed wire factory here today caused a number of explosions, which resulted in serious damage.

R. R. M. SIMPSON
BACK IN WINNIPEG

(Canadian Press)
Winnipeg, Man., April 26.—Dr. R. M. Simpson arrived here at midnight, and probably will be formally remanded on bail today on charges arising from the parliament buildings investigation.

PERSONAL.

(Mrs. Randolph Crocker of Millerton is visiting Dr. and Mrs. Crocker Commodore Stewart, M.P.P., who has been seriously ill for some weeks arrived from Obatham at noon today and took his seat in the Legislature. Mr. George McWilliams, manager of The North Shore Leader, is a guest at the Barker House.

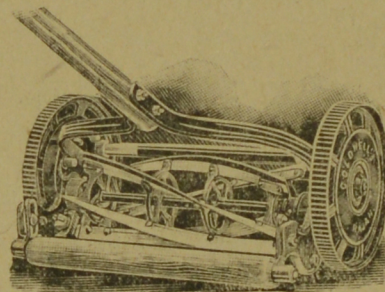
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