

## THE DAILY MAIL

Published every afternoon (except Sunday) at 613 Queen Street, Fredericton, by THE MAIL PRINTING COMPANY.

Subscription price.....\$3.00 per year

Telephone 67.

MONDAY, APRIL 17, 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 MUNITIONS SCANDAL.

Industrial Canada, the official organ of the Canadian Manufacturers' Association, in a recent editorial devotes considerable attention to the war munitions scandal. It declares that the disclosures recently made in Parliament were the inevitable result of the "hands off" policy adopted by the Prime Minister at the beginning of the war on all matters applying to the Department of Militia and Defence.

After pointing out that the Canadian Manufacturers' Association warned the Prime Minister at the beginning of the war, but to no purpose, Industrial Canada goes on to say:

"There are limits to the patience of loyal citizens, even in war time, and much as we may deplore the disgrace that the fuse scandal has publicly brought home to Canada, and warmly as we may resent the effort to make political capital out of it at a time when our national energies ought all to be centred on winning the war, THERE IS NO GETTING AWAY FROM THE FACT THAT THE SITUATION WAS INTOLERABLE, AND THAT THE LICENSE TO LOOT HAD TO BE TERMINATED.

"The Prime Minister's own record precludes the thought that his refusal to intervene was due to any desire to shield corruption. The only explanation we can offer is that, despite the evidence supplied him, he accepted the denials and the indignant repudiations of his colleagues as sufficient answer to the charges of his friends. Under these circumstances there was only one thing to do, and that was to smash down the barriers of reserve and uncover the rottenness that lay beyond, regardless of feelings that might be damaged, and of heads that might have to be sacrificed.

"While it must be borne in mind that so far we have heard only one side of the story, it is hardly thinkable that an investigation of Allison's records will justify the splendid character given him by Sir Sam Hughes. Unless the original documents quoted by Mr. Kyte exist only in that gentleman's imagination, Allison, far from serving his country without a cent of compensation, bled it out of all proportion to the service he rendered."

Industrial Canada thinks that Mr. Lloyd Harris and Mr. T. A. Russell, of the Russell Motor Car Company, may have some interesting evidence to offer when the proper time arrives. In this connection it says:

"The fuse orders had laid in the hands of the Shell Committee from November 1914 to April 1915, before these gentlemen heard of the business that was apparently going begging. They received their first information about it in New York from Sir Sam Hughes, who by personal introduction referred them to Allison in the Manhattan Hotel for details. Preferring to do business direct with the Shell Committee, Messrs. Russell and Harris went to Montreal and made overtures to the committee through General Bertram and Colonel Carnegie. At first these officials tried to put them off by expressing the opinion that the problem was too big and too intricate for men of their limited experience. On pressing for an opportunity to submit a proposition, they claim they were referred to Col. Allison, who was said to have the matter in hand with prospective contractors in the United States. The fact that tenders were momentarily expected from those contractors was alleged as a further reason why Russell and Harris could not be given a chance to make the fuses in Canada.

"These gentlemen persisted, however, and in the end they were given a promise that 1,000,000 of the 5,000,000 fuses required would be held pending the receipt of a tender from them

providing that tenders were submitted within a reasonable time. It is perhaps significant that a reasonable time in their case was defined as two weeks notwithstanding the fact that Allison had presumably been busy on the proposition for five months without being able to offer anything definite."

Messrs. Harris and Russell made the necessary financial arrangements, secured options and requisite machinery and notified the Shell Committee that their proposition would be ready on the date specified.

"And now," says Industrial Canada, "for the fact that requires explanation. On May 25, 1915, the Russell tender was turned in offering to make 1,000,000 fuses at \$4.20. On May 19, without waiting for the competitive tender, which was known to be on the way, and regardless of the promise given to hold at least a portion of the business open, the committee awarded contracts for the whole of the 5,000,000 fuses to the companies promoted by Allison and his associates, a small fraction of them at \$4.00, but the majority of them at \$4.50. The loss in money is a matter of easy calculation from the records of the committee. The loss in time of delivery is also determinable, because whereas the United States contractors have fallen far behind with their obligations, the Russell Motor Car Company are now delivering ahead of time under a contract they subsequently secured at \$3.70. The indirect loss to Canada and to the Empire through the sacrifice of domestic to foreign enterprise is beyond computation."

In summing up the situation, Industrial Canada says:

"There would seem to be something behind all this calling for explanation. For over five months the committee had been waiting on the convenience of United States promoters to get over \$20,000,000 worth of contracts signed. At last a real opportunity presents itself of getting the business placed in Canada. For the sake of gaining only six days' time, not in the actual delivery of the fuses, but simply in the signing of a contract for their manufacture, and without waiting those extra six days to see what the competitive tender was going to be, a committee of Canadian business men violate a promise, pass up honest Canadian capital and honest Canadian labor in order to provide a feast for a bunch of Yankee grafters, and incidentally assent to an arrangement for plundering the British treasury to the tune of \$2,000,000! There must be a reason, and the reason should be made known."

Industrial Canada is not a political hack organ, but it voices the sentiments of the manufacturing interests of Canada, which hitherto have given their support to the Conservative party. The very fact that it criticizes the action of the Shell Committee is an endorsement of the stand taken in Parliament by Hon. Dr. Pugsley, Mr. Carvell, Mr. Kyte and others. The action of the Shell Committee in turning down honest Canadian manufacturers and awarding contracts running into millions of dollars to Yankee mushroom concerns will need a lot of explaining.

Mr. B. Franklin Smith refunded \$2,447 to the Government last year on account of patriotic potatoes. A few days ago grafter newspapers declared that the Government sold the surplus potatoes for \$32,000, and the loss to the province was only \$1,900. The loss would have been \$4,300 if B. Franklin had not disgorged. And B. Franklin would not have disgorged but for the exposures made by the Opposition.

Mr. George B. Jones, the mover of the Flemming whitewash resolution, seems to be of opinion that there is nothing in the patriotic potato scandal. This should justify the public in believing that the contrary is the case. A jury in England many years ago acquitted a man charged with stealing a pig, but it afterwards developed that each member of the jury had received a piece of the pork. Mr. Jones sold patriotic potatoes to the Government.

According to that eminent financier Hon. Dr. Landry, the books of the province were kept open until December 22nd last year in order to receive returns from the sale of surplus potatoes purchased as "an expression of our loyalty to the Motherland." The potatoes were sold in Cuba during the early part of the year, and it took the purchasers over nine months to make returns. A good story for the marines, but it will not go down with the people of this province.

## CITY ENGINEER BEGINS.

Ex-Ald. George McKnight recently appointed city engineer, took up his duties this morning.

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National Drug & Chemical Co. of Canada Limited, Toronto.

## U. S. Consulate

## Damaged By Fire

St. Pierre, Miq., April 17.—The building containing the office of the American consul was damaged by a fire of unknown origin early today.

All of the consul's official documents were saved.

## St. Lawrence

## Open For Navigation

Quebec, April 17.—Shipping on the river and in the Gulf is in full swing here. Saturday the first outgoing ship, the *Laurentia*, left for the North Shore, Anticosti and Gulf ports.

Today a number of government light ships and buoy service boats left for below.

## APPRAISING LOSS.

Mayor Mitchell and Mr. E. Lorne Merrithew have been retained to appraise the damage done the Smith Foundry by Sunday's fire. Arrangements have not yet been made concerning the appraisal of the damage at the Fredericton Steam Laundry Sunday morning, Mr. Luke S. Morrison being out of the city.

## SUBURBAN DID NOT WAIT.

About thirty-five Marysville people who attended the performance of *The White Feather* at the City Opera House Saturday night, were left stranded at the I.R.C. station in this for Marysville before the performance was over. It had been announced that the train would be held for the city, the suburban train having left convenience of the people from Marysville but through some misunderstanding it left at eleven o'clock.

## BODY OF J. W. PURDIE

\*Continued from page five.) not frozen over at that time.

## Articles on Body.

The body when found was fully clothed, rubbers, low shoes and overcoat being upon it. When the overcoat was opened a parcel containing a new pair of socks and a new collar fell out. His eye-glasses were in the inside pocket of his overcoat. In other pockets was \$6.70 in cash—a five-dollar bill, a one dollar bill, a silver half-dollar and two ten-cent pieces. Other articles were a pair of gloves, a fountain pen, a small mirror, a pencil sharpener, a diary and a watch. The watch had stopped at 1.20 o'clock. It evidently had run down as it started when wound slightly. A number of letters addressed to the deceased were found in his clothing, also two letters, written by him but never posted. A ring was on one finger.

## No Inquest Held.

Coroner Perley, after viewing the remains and examining the effects found upon the body, decided that an inquest was not necessary, the deceased having come to his death by accidental drowning. The articles belonging to the deceased were taken by the coroner. When the body first was found word was telephoned to Woodstock that they were the remains of Addison Carr. This, of course, was found incorrect on examination of the body.

The funeral this afternoon was attended by Mrs. S. A. Purdie of St. John, mother of the deceased; Mr. and Mrs. C. H. Ramsay of St. John, and Mrs. W. A. Currie of Cambridge, Mass.



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## THE CHINESE CAFE

Corner King and York Streets,  
Over E. G. Hoben's Store.

Will be open to the public on Tuesday, April 18th. Meals served at all hours. Ice cream, chop suey and all up-to-date dishes. Special orders for cooking carefully attended to by a first class Chinese cook.

Rooms with or without board.  
CHARLIE MARK FONG.

## MORE TUGS ARRIVE.

The tugs Daniel and Wassan which are to hang booms, arrived here on Saturday night from St. John.

## Dainty Easter Footwear

Newest Styles in LADIES' PUMPS

Patent Leather, Bronze Kid, Blue Kid, Grey Kid, etc.

H. S. CAMPBELL SHOEMAN

## EASTER FLOWERS

Again the glory of Easter fills the world. Nature puts forth her fairest flowers to make home and church radiant.

Exquisite cut flowers or baskets of spring blossoms bring happiness to those we love.

There is an advantage to you in ordering early. It gives you first selection of the finest flowers, baskets and novelties.

We can deliver flowers ordered by telegraph or telephone.

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