

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 Central Railway is being made to do duty in connection with the Carleton election, and is being held up before the electors as a horrible example of wrong doing on the part of the old government. The report of a partisan commission which conducted a jug-handled enquiry into the transaction has been trotted out, and the claim is put forth that a large sum alleged to have been expended on the road could not be accounted for. No mention is made of the fact that when the Government received the report of its commission, the same was quickly pigeon-holed and not the slightest attempt was ever made to recover the moneys which it is now claimed were wrongfully diverted. There is another matter in connection with the Central Railway concerning which the Government campaign orators and newspapers maintain a discreet silence. They do not tell the people that after the road had been put into shape by a large expenditure of money they turned it over as a free gift to the C. P. R., with the understanding that the province should receive forty per cent of the net earnings, and pay a portion of the cost of keeping the road in repair. Under this very unbusiness-like arrangement the province has thus far received nothing, and has each year been called upon to pay out a snug sum for repairs.

The Government has during the past eight years been identified with numerous other railway enterprises, and gross bungling and incompetency have been displayed in almost every instance.

The celebrated Southampton Railway is a child of the present administration. Its bonds were guaranteed by the province to the extent of \$155,000, and the province is called upon to pay the interest, which amounts to \$6,200 per annum. A royal commission appointed by the Federal Government reported that some \$40,000 of public moneys had gone astray in the construction of this road. It was announced that a suit was to be brought against Mr. J. K. Pinder, M. P. P., the promoter of the road, for the recovery of the amount, but so far no action has been taken against him.

Then we have the New Brunswick and Seaboard Railway, built to connect with the Drummond Iron Mines, in Gloucester county. This road received a bond guarantee from the Legislature amounting to \$297,000. Hon. Mr. Hazen, who was Premier of the province when this deal was put through, announced with a great flourish that the Canada Iron Corporation had endorsed the bonds and this was an absolute guarantee against any loss to the province. The Canada Iron Corporation is now in liquidation, the Gloucester mines are closed down, the railway is idle and the province is paying the interest on \$297,000 worth of bonds, amounting annually to \$11,880.

The present government also guaranteed the bonds of the Fredericton & Grand Lake Railway Company to the extent of \$425,000. This road is being operated as part of the Canadian Pacific system, and it is only fair to say is giving a very good service. While this road received very liberal assistance from the provincial treasury, the business-like government took no steps whatever to safeguard the public against excessive freight charges. Thanks to the government's lack of foresight, a carload of coal from the Grand Lake mines delivered in Woodstock, pays double the amount in freight rates that is charged on a carload of coal from the same mines delivered in St. John, although the haul to each place is practically the

same distance.

The present government's railway enterprises have not been of a nature calculated to arouse any great amount of enthusiasm on the part of an intelligent public. There has been graft and boodling on all sides; political adventurers and hold-up men have fattened at the public expense, while property owners along the right of way have been humbugged and robbed of their rights. It is not much wonder that the feeling against this government throughout the province is one of utter disgust.

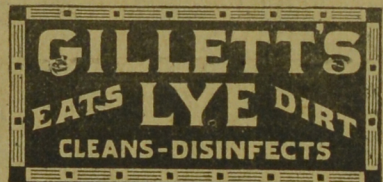
SHADES OF J. D. LEARY.

A graft newspapers cites the Leary investigation of a quarter of a century ago as a reason why the electors of Carleton should return B. Frank Smith and his colleague to the Legislature. The Leary charges caused some excitement at the time they were made, because of the fact that the public had not then become hardened to acts of political rascality. Why, even patriotic potatoes were an unknown quantity in the olden days. But how times have changed! Why, there is scarcely a sub-contractor on the Valley Railway who couldn't tell a story of boodling that would make the Leary charges look like thirty cents. There is A. R. Gould, for instance. His contract cost him twenty times as much as Leary was said to have been willing to pay for the dry dock job, and the ungrateful recipients of the money didn't even give him a chance to finish his work. As a philanthropist, the late Mr. Leary was in the kindergarten class as compared with Mr. Gould. The Presque Isle magnate must certainly regret that he did not engage to build the St. John Valley Railway in Mr. Leary's day, and before Mr. J. Kidd Fleming went on the job as toll-taker. If the Leary charges were founded on fact, it goes to show that New Brunswick politicians of that day were exceedingly modest in their demands, as compared with the freebooters and porch-climbers who now control provincial affairs.

At last accounts Hon. J. A. Murray and Hon. B. Franklin Smith were trying to prove to the satisfaction of the electors of Carleton that it was E. S. Carter and P. J. Veniot who made the steal in connection with the patriotic potatoes.

No doubt ex-Honorary Lieutenant Colonel John Wesley Allison will rejoice if the Government candidates are returned in Carleton.

So far Rev. Lieut. Colonel Bullock, of the American Legion, has taken no active part in the Carleton campaign.



CASUALTY LIST

Ottawa, Sept. 11.—The midnight casualty list contains the following Maritime Province men:

Infantry.

Seriously ill—Edward J. Dowdy, Alban street, Halifax.

Wounded—Joseph Fraser, Halifax.

Artillery.

Wounded—Gunner Charles S. Blake, Moncton.

Grape-Nuts

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STEAMER VIKING BEING REPAIRED AT ST. JOHN

Will go on River Route This Week-- To be Special Freight Steamer.

(St. John Times.)

The steamer Viking, recently purchased by Joseph Williams for service on the river between St. John and Fredericton, is having extensive repairs made to hull and machinery.

She is at present on Gregory's blocks North End. Mr. Williams expects to have her ready for service by next Friday morning.

The original idea of having the vessel take on freight at Market Slip and then go through the falls has been abandoned, as time would be lost in waiting for tides.

The steamer will run on the main route every Monday, Wednesday and Friday, in conjunction with the steamer Hampstead, owned by the same company, which will sail on Tuesdays, Thursdays and Saturdays.

The addition of the Viking will mean that three steamers will be running to Fredericton. It is five years since there were three steamers on the route—two at that time being operated by the St. John Steamship Co., and one by the Crystal Stream Steamship Co.

As usual there is a heavy rush of autumn freight on the river. The idea is that the Viking will leave at noon and run as an evening boat, for the purpose of taking care of the heavy offerings of freight which cannot be handled by the Hampstead and the D. J. Purdy.

DEATH LIST AT QUEBEC IS NINE

Quebec, Sept. 11.—Nine men lost their lives in the collapse of the Quebec bridge centre span this morning, as far as is known tonight.

First reports were much exaggerated and gave the list of dead as 80 or 90. Then it dwindled to 20. Finally figures from the St. Lawrence Bridge Company's office brought out a missing list of eleven. Since then two have been located. The list of the men unaccounted for is:

Charles Sweeney, electrician, Lachine; Michael White, Michael Regan, Cape Rouge; S. Demers, Sillery; H. Bertrand, H. Vandel, W. Dumont, (reported to be in hospital), C. Bernier, N. Laroche and C. A. Dorette.

Archie Cadorette and Joseph Beauregard, two men who were working on the cantilever, jumped when they saw the span go, and fortunately were picked up by H. B. Brown, superintendent of M. P. & J. T. Davis.

Some of the engineers and officials had narrow escapes. H. McMillan, the chief inspector of the works, is in the Jeffrey Hale Hospital suffering from a compound fracture of the leg. He tried to jump from the girder platform on to the bridge, but caught his leg in some manner against the steel, inflicting a nasty wound. The engineers on the cantilevers at the time were Messrs. J. B. Sterling, who had a very narrow escape, having his clothes torn almost from his back; G. V. Davies, Paul Davis, whose nose was cut; two McMath brothers and Harry Denney.

ITALY WILL HAVE BLACK LIST.

London, Sept. 11.—Italy is compiling a black list of firms in neutral countries who are in close business relations with enemy countries, according to a Rome despatch to the Times.

ON THE SIDE.

The Germans were defeated at Verdun—and then somme.

Paradise is that undiscovered land which lies just beyond one's income.

After the Kilties get that band of 40 pipers they ought to get well trained in endurance.

A man may wake his first baby just to see it laugh, but he never disturbs the peaceful slumbers of the second.

Some fellows haven't any more sense than to pray for rain when some one else wants to hold a picnic.

It begins to look as though the cross in the sky seen by the modern Constantine was a double cross.

Germans hammering on the French positions at Verdun seems to be like pounding rubber nails.

The knocker is the negative element in a community necessary as a constantly shining bad example.

There is less wear and tear on a woman's mind than on a man's—probably because she changes it oftener.

First Showing of 1916 Furs

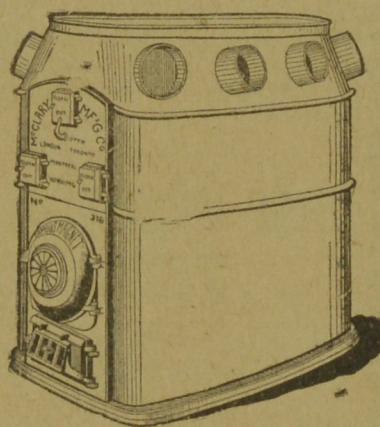
Our Furs have arrived and have been pronounced "THE BEST EVER"

Wolf Muffs, Wolf Stoles, Dog Muffs, Dog Stoles, Beaver Muffs, Beaver Stoles, Nat Wolf Stoles, Nat Wolf Muffs, White Thibet Setts, Marmot Stoles, Mink Muffs, Mink Stoles, Mink Ties, Red Fox Muffs, Red Fox Stoles, White Russian Fox Stoles, White Russian Fox Muffs, White Thibet Throws, White Thibet Muffs, Marmot Muffs, Muskrat Coats.

SEE THESE FURS IN OUR UPPER WINDOW

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October Pictorial Reviews and Fashion Sheets



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