

THE DAILY MAIL

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WEDNESDAY, MARCH 22, 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.

HON. MR. MORRISSEY'S POSITION.

A correspondent writes us inquiring why we read Hon. John Morrissey out of the Opposition party.

Our friend has been seeing double. Hon. John Morrissey cannot belong to the Opposition party while he continues a member of the present government and refuses to clear his skirts of the grievous offences with which his leaders have been charged. Those of his friends who argue that Morrissey cannot be held responsible for the offences of his leader or colleagues, do not realize governmental responsibility. A member of a government who cannot agree with the acts or policy of his leader must, if he is honest with himself and to the people he represents, resign from the government. Further than this, if he cannot agree with the course or action of one of his colleagues, and his premier refuses to ask for his colleague's resignation, then he must resign or become responsible for the acts he objects to.

That member of any government who condemns the acts of his leader and his colleagues privately and still remains associated with them, is open to the charge of thinking more of the salary of a minister than his responsibilities.

Hon. John Morrissey cannot afford to remain open to such a suggestion. If he is not the leader of his political party he is the acknowledged leader of the Irish Catholic people of New Brunswick, who are anxiously awaiting his decision and the outcome.

There are many minor matters no doubt to be considered by this minister. He has not been happy in the choice of some of his assistants. He has permitted members supporting the government to use his department for their personal benefit. He knows that the plea of ignorance of these things is no defence for a minister. There is only one course open—to denounce and repudiate the offenders.

The time has not passed to do this. His leader and acting leader have failed to take any action. Morrissey cannot afford to wait. He will be involved in the downfall of the government if he fails to clear his skirts in time.

The Mail has always had a kindly feeling for John Morrissey, and has felt certain that no matter what members or officials have profited by the misuse of public funds in his department, he personally knew nothing of it and had no share in it.

We think he has been too trusting and has permitted others to investigate where his personal attention should have been given. But when he is pursued by men like Pinder, Price and Woods, the sympathies of honest men and newspapers would naturally go to an outspoken man who always fights in the open—such as Morrissey.

It is of course absurd to associate him with the leadership of the Opposition party, and those of his friends who are talking thus are merely doing the minister an injury.

Surely he can be depended upon to express his honest opinion of men and measures with which he does not agree without being charged with aspiring to the leadership of those whom, while politically friendly, he has opposed with much force and some bitterness for so long a period.

Mr. T. J. Carter's harangue against prohibition, delivered in the Legislature a few days ago, and specially reported by himself, occupies fifteen columns of space in the last issue of the Victoria County News. It is noticeable that while the News was able to find space for Mr. Carter's speech, it entirely ignored the Government announcement that the Valley Railway will not be extended beyond Centreville. One would almost think that the people of Victoria County would much prefer the Valley Railway to Mr. Carter's views on the temperance question.

Members of the Provincial Government and their subsidized press seem to be under the impression that they can win votes by hammering away at the old government. If the sins of the old government were sufficient to

justify the electors in putting it out of office, it is not difficult to guess what will happen this government, with its disgraceful record of scandals, when next the people are called upon to pass judgment upon it.

While The Mail does not see eye to eye with Premier Clarke on public questions, we heartily commend his judgment in deciding to immediately return to Clifton Springs. The ship of state is heading for the breakers, and the premier might as well let the crew take the credit for the wreck which is so soon to occur.

Halifax Chronicle: The Borden government is doing the best it can for the Gooderhams, the Seagrams, the Walkers, the Corbys and all the other distillers and brewers who are the backbone of the Tory support in the Province of Ontario. They are left free to carry on manufacturing in the same old way.

Lieut. Col. F. B. Black, M. P. P., who has been on active service in France with the 6th Canadian Mounted Rifles, arrived last night to take up his legislative duties. Lieut. Col. Black has done his bit for the Empire, and well deserved the ovation accorded to him by his fellow members when he took his seat in the House last evening.

It will take more than the platitudes of Hon. Bob Rogers and the scare headlines of graft newspapers to convince the people of New Brunswick that there has not been a shameful betrayal of their interests in regard to the St. John Valley Railway.

Government caucuses have been less frequent so far this session than in former years. Perhaps they are marking time until Commissioner Teed's report comes to hand.

ON THE SIDE.

Winter is still going—some.

We wouldn't do a thing to the can-dlemas groundhog.

The imitation maple sugar makers are up against it—can't pretend the sap is running in this weather.

Between the alarm clock, the door bell and the telephone, life is just one ding-dong thing after another!

The midnight sun is now praised as an aid to romance, but the moon still holds the championship—rhymes with spoon, see!

In the pressure of international affairs it is feared that the noble art of coloring a meerschaum pipe may become lost.

Food experts say that hash is not properly appreciated, which is odd, considering that everything could be said for it.

Hogs are said to be soaring because of the war, and this may account for much of the inferior poetry that is flooding the market, soaring hogs being mistaken for Pegasus by indiscriminating bards.

TEMPERANCE PROPOSALS
BEFORE THE CAUCUS

(Canadian Press.)

Toronto, Ont., March 22—The Mail and Empire says:

The definite prohibition proposals of the Ontario government will be submitted to the Conservative caucus this afternoon and if expectations are realized, the bill will be before the House for the first reading during the day.

The government will announce its decision to bring prohibition into effect as a war measure against a referendum, with a vote at a stated period after the war to determine whether prohibition shall continue or not. The province will remain dry until the matter is decided permanently by the people. Licenses will be an extension of about four months from the first of May, the end of the present license year. The province will be dry some time between the 15th of August and the 15th of September.

German Consul Dropped
From Directorate

(Canadian Press.)

Honolulu, March 22—George F. Roedick, vice-president of S. Hackfield & Company, Limited, and German consul here, has been dropped from the directorate of the Komoka Plantation, it was announced today, because his presence on the board jeopardized the plantation's right to import jute bags from Calcutta.

The action was taken yesterday, after Edward L. S. Gordon, British consul, notified the directors that as long as Roedick was officially connected with the plantation, he could not certify it as a non-German corporation. The British consul acted, he explained, under the Defense of the Realm Act, which forbids trading with enemies.

REV. FATHER MURPHY
GOES TO ST. MARYS

Popular Parish Priest of Debec Named as Father Ryan's Successor.

The St. John Telegraph announces that Rev. Michael T. Murphy, pastor of St. Anthony's church at St. Mary's, in succession to Rev. J. J. Ryan, who went to St. Gertrude's, Woodstock, on the removal of Rev. F. J. McMurray to St. John.

Father Murphy is at present in St. John in connection with his transfer to his new parish. He is a native of this city and many friends will congratulate him upon his promotion. Father Murphy was educated in the St. John schools and from the old Grammar school went to St. Joseph's University. There he made an excellent course and was graduated with honors and the degree of B.A. in 1895. He then went to the Grand Seminary Quebec, where he made a brilliant course in theology. He was ordained on July 16, 1898, in the Cathedral in St. John by the late Bishop Sweeney.

The young priest spent his first years in Fredericton as curate with Rev. T. Casey and it was during that time that the latter became coadjutor bishop of St. John. Later as all know, he became bishop and still later was raised to the dignity of archbishop of Vancouver.

After three years, Father Murphy was appointed parish priest of Debec, succeeding Rev. F. L. Carney, who had become pastor of St. Dunstan's, Fredericton.

Attached to the Debec charge are missions at McAdam Junction, Benton, Canterbury and several stations. There Father Murphy has labored zealously for fifteen years, devotedly attending to the spiritual needs of his people. Among his works he leaves a fine church which he built at McAdam, a notable undertaking as there were at the time fewer than ten Catholic families there, though now there are many more. This church was completed and paid for in less than a year.

SUMMARY OF LAST
NIGHT'S WAR DESPATCHES

In their attempts to flank Verdun on the west the Germans, having succeeded in working their way through the Malancourt wood and the Avocourt wood, have begun a heavy bombardment of the village of Esnes, about eight miles northwest of Verdun and Hill 304, which lies about a mile and a half north of Esnes.

The French, however, are vigorously contesting a further advance eastward, which not alone would bring the German line nearer the fortress, but spreading fan-like northeastward would put in jeopardy the French in the region of Le Mort Homme.

So great has been the counter-offensive of the French guns that after debouching from the woods, the Germans were unable to launch an infantry attack and presumably are being held hard to their newly gained lines.

To the north and east of Verdun, the cannonading has been only intermittent. In the Argonne forest, in Lorraine and in Upper Alsace, the French guns have been active against German positions and marching columns. On the River Somme, the Germans entered a British trench but immediately were driven out.

There has been lively fighting between the Russians and the Germans west of Jacobstadt, along the Dvina River, and in the lake region between Dvinsk and Vilna, with the Russians generally on the offensive.

While Berlin reports these attacks as having been repulsed with heavy losses, the admission is made that a German salient near Lake Narocz was withdrawn in order to escape the encircling fire of the Russians.

The Russians in the Caucasus have thrown their line several miles nearer Trebizond, on the Black Sea coast, after further fighting with the Turks. Isphahan, Persia, is reported to have been taken by the Russians.

Heavy fighting continues between the Austrians and Italians along the greater part of the Austro-Italian line, especially on the front from Rovereto to the Gorizia heights. No important changes in positions have taken place, however. A successful night attack by Austro-Hungarian aviators has been carried out against the port and barracks of Avlona, Albania, according to Vienna.

Quebec, Que., March 22—Reports reaching here this week tell of the death of four persons and the injury to many others in an accident on the Intercolonial Railway near Cedar Hill, Quebec.

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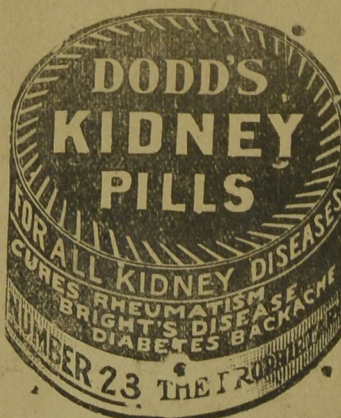
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