

## THE DAILY MAIL

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THURSDAY, MARCH 9, 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 VALLEY RAILWAY.

A few days ago the Daily Mail published some extracts from the official debates showing the attitude Mr. J. K. Flemming and other members assumed on the Valley Railway question when the bill to increase the bond guarantee by \$10,000 per mile was under consideration. Every government supporter in the House voted for the bill, and the tone of their speeches showed that they did so with the distinct understanding that the road was to be built from St. John to Grand Falls. Several of the speakers took occasion to praise the generosity of the Federal government in granting the sum of \$3,000,000 in aid of bridges, said sum to be without interest for fifteen years. Now we have the semi-official announcement (subject to change, of course) that the promised financial assistance from Ottawa has not materialized and that the road will stop short at Centreville and will enter St. John via Welsford and the C. P. R. What it is now proposed to do is exactly what opponents of the government said would be done, and the reverse of what members of the government and their legislative followers said would be done.

The speeches from which the Mail quoted extracts were delivered during the session of 1914. Going back to 1912, we find that Mr. J. K. Flemming delivered himself on the question as follows:

"The negotiations are concluded, and a contract was entered into on December 6, 1911, and to set at rest any doubt he would say that THE CONTRACT CALLED FOR THE CONSTRUCTION OF A LINE OF RAILWAY FROM ST. JOHN, OR A POINT ON THE INTERCOLONIAL NEAR ST. JOHN, TO GRAND FALLS; the Enabling Act is the same, and the agreement to lease and operate the road, which is signed by the Federal Government, the Provincial Government and the railway company, calls for a railway from St. John to Grand Falls, AND YET THERE IS A DISPOSITION ON THE PART OF THOSE OPPOSED TO THIS GOVERNMENT TO CAST SOME DOUBT AS TO WHETHER THE RAILWAY WILL GO THAT FAR OR NOT."

After the servile back-benchers had finished applauding his remarks the then Premier continued:

"He would cite why the country should be assured that the whole line would be constructed from St. John to Grand Falls. First, there was the contract placed before the House, which should be reassuring to the ordinary mind. There was the contract made with the Federal Government for Intercolonial operation from Grand Falls to St. John. Further, the subsidy had been revoked for the entire line. Did the hon. gentlemen opposite pretend to think and say that the Federal government would enter into a contract to subsidize and operate a railway which it was never intended to construct? The only thing not absolutely settled was that the approval of the Minister of Railways had not been secured for a definite route between Andover and Grand Falls. The engineers had reported upon two or three feasible routes, and as early in the spring as possible they would make further surveys, when the route would be entirely agreed upon. In addition to all that, within the last two or three days a bill had been introduced in the Federal Parliament to guarantee the bonds for the construction of the three great bridges across the Kennebecasis, and across the St. John at Andover. If it were not intended to build the railway between Grand Falls and Andover, why a bridge at Andover? Whether the opposition believed that the Valley Railway was going to Grand Falls or not was a matter of indifference to the Government and to the members of the Government side of the House. HE HAD GIVEN THE PEOPLE OF THE PROVINCE EVERY ASSURANCE WITHIN HIS POWER THAT THE RAILWAY WOULD BE BUILT, AND AGAIN HE REITERATED THE ASSURANCE THAT AS SOON

AS POSSIBLE THAT PORTION BETWEEN ST. JOHN AND ANDOVER WOULD BE COMPLETED, AND IMMEDIATELY THEREAFTER STEPS WOULD BE TAKEN TO LET THE CONTRACT FOR THE SECTION BETWEEN ANDOVER AND GRAND FALLS."

As Mr. Flemming is now sojourning in the political boncheap, he is of course not in a position to carry out the promises he made to the people in 1912, which he repeated and emphasized in 1914. But what of his colleagues in the Government, and what of his legislative followers, who cheered his utterances and afterwards voted away \$2,000,000 of public money on the strength of his promise that the original contract would be carried out? There are twenty-four members in the House representing counties traversed by the St. John river. If these men have sufficient regard for the rights of the people to stand firmly together, they can compel the Government to keep its word of honor. Will they rise to the occasion?

## HIS HONOR'S SPEECH.

The Speech from the Throne with which His Honor the Lieutenant Governor opened the session of the Legislature this afternoon, was an excellent chronological review of the events of the past year. It referred to the illness of Premier Clark, the great war, the accident to the King, the death of Sir Charles Tupper and the destruction of the Parliament building by fire. Several paragraphs are devoted to agriculture, and we are told that the Government has about completed arrangements for the long promised forest survey. While a lot of space is devoted to agriculture and the Government's alleged achievements along that line, the promised enactment of a prohibitory law is disposed of in just three lines. The proposed legislation in regard to the Valley Railway is also very briefly dealt with. The speech has a decidedly top-heavy appearance, but it is about what might be expected from a Government now conceded to be on its last legs.

The St. John Times applies the word "fakirs" to the men responsible for the present condition of affairs with respect to the Valley Railway. As long ago as 1912 Mr. F. B. Carvell, M. P., aroused considerable indignation in virtuous Tory circles by describing certain public men as "political fakirs." Mr. Carvell had occasion to use the term in the course of a speech on Valley Railway affairs, and in view of subsequent developments it is extremely doubtful if he has since modified his views.

The Local Government, at its meeting yesterday, in the absence of the Minister of Public Works, opened some bridge tenders and awarded the contracts. In former days matters of this kind were usually looked after by the responsible head of the Public Works Department, but nowadays it seems that he has little or nothing to say.

## ON THE SIDE.

Some get rich in war stocks and some raise early cucumbers.

Always something new about the weather—we're having March weather in March.

Why a dog's nose is cold worries the philosophers a good deal more than it does the dog.

This is not Japan—but lots of people will have a seat on the floor of the house today.

Poetic license is all right, and optimism is beautiful, but it would take a lemon squeezer to get anything sentimental out of a March wind.

There are some people who think the Germans would smash the windows of our parliament building just so they could sell us new glass to replace them. They would, too.

This war is a grand encouragement to the moths. A year ago moth balls sold at 4 lbs. for 15c. Now they sell at 22c. lb., because camphor is used in making dynamite.

That Yale professor who informs the world that a baby's value is only \$90 ought to get a good running start before a host of dotting young mothers and fathers hit his trail.

## PERSONAL.

Hon. John Morrissey arrived in the city at noon today.

Mr. A. J. H. Stewart, M.P.P., of Bathurst, is a guest at the Barker.

MINISTERIAL ASSOC.  
ENDORSES MITCHELL

At a meeting of the Fredericton Ministerial Association, held on Wednesday, the 8th inst., the following statement was authorized for publication:

Two years ago Mr. Moses Mitchell was brought out and elected as mayor by the Temperance Force of this city.

After two years' service as chief magistrate the leaders of the Temperance Forces have expressed their complete confidence in him and strongly urged him to become again their candidate.

The Ministerial Association share their confidence, endorse his candidacy and feel very strongly that his election is in the very best interests of Temperance in this city.

This is the more important in the present juncture in view of the great movement looking towards the complete abolition of the liquor traffic. (Sgd.) C. FLEMINGTON, Secretary.

SUPPLY OF NURSES  
EXCEEDS THE DEMAND

(Canadian Press.)

Montreal, Que., March 9—In a letter received from the St. John Ambulance Brigade, overseas, within the Dominion of Canada, attention is called to an announcement made last month that there were vacancies in hospitals and rest homes of Great Britain for nurses and probationers. This apparently was due to a clerical error, and the announcement should have read "no vacancies." The present situation is that there are more applications on file in England than there are positions to be filled and it will be some time before there will be any vacancies in the hospitals or rest homes of Great Britain for those desirous of serving as probationers, nurses' assistants or as cooks, clerks, dispensers, etc., and the Canadian offices have been instructed to advise that no one proceed to England with a view to doing such work, unless they have a definite appointment awaiting them.

HERRING FISHERMEN  
HAD GOOD SEASON

(Canadian Press.)

St. John's, March 9—The herring fishermen of Newfoundland have just closed their most prosperous season in many years. The total export of 80,101 barrels of pickled and frozen fish was the largest since 1911, when it amounted to 85,666 barrels. The valuation of this year's catch, \$238,710, was \$40,000 more than in 1911.

The herring fisheries is carried on in the bays of the west coast of the colony. A noticeable instance of the adoption of modern methods was the fact that row boats, which heretofore had been used extensively in the work, gave way almost entirely this season to motor boats.

SASKATOON IN  
FAVOR OF CONSCRIPTION

(Canadian Press.)

Saskatoon, Sask., March 8—The Citizens' Recruiting Committee here, yesterday passed a resolution in favor of conscription in Canada. The resolution was:

"Resolved, That we are in favor of the dominion government putting in force conscription contained in the militia act."

U. S. SOLDIER KILLED  
IN FIGHT WITH BANDITS

(Canadian Press.)

El Paso, March 8—Five American soldiers were killed in the battle at Columbia, N.M., with Mexican bandits, according to a message received early today at the general office of the El Paso and Southern Railroad in El Paso.

OPPOSITION CLAIM  
NOT ALLOWED

(Canadian Press.)

Regina, Sask., March 8—The government has refused the opposition claim to have some say in the appointment of the royal commissions. Indifferent to the wishes of Chief Justice Haultain and his colleagues, the personnel of the commission will not be announced in the House. The chief justice and the five Supreme Court justices have signified their willingness to serve.

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Made in Three Finishes

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You should aid Nature to throw it off promptly. To loosen the cough, relieve the lungs and heal the inflamed throat tissues, try the old reliable  
**CHAMBERLAIN'S COUGH REMEDY**  
It is quick acting and very effective. Keep a bottle always on hand. All druggists. Price 25c. and 50c. 17

The Conservatives have always claimed the credit for the Valley Railway—now they are going to get it.

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The "Sloppy Season" will soon be here

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