

## THE DAILY MAIL.

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"Instead of getting representative government since the election of the present legislature in 1912, the people of New Brunswick have suffered a period of misgovernment and incompetence and political corruption. One Prime Minister has been convicted by a royal commission and forced to retire; another royal commission has reported broadcast petty thieving and dishonesty among political officials and members of the legislature."—Ottawa Citizen, Ind. Con.

## THE VALLEY RAILWAY.

The St. John Globe notes that a conference between members of the Provincial Government and General Manager Gutelius of the I. C. R. was recently held on the train. Valley Railway matters were discussed, but what conclusions were arrived at, if any, have not been made public. The Globe also notes that there is a strong probability of the Valley Railway entering St. John by the West Side route. Of course at the present time nobody—not even Premier Clarke—knows how the Valley Railway will reach St. John—if it ever gets there; but it is known that C. P. R. influence with the present government is pretty strong, and that Attorney General Baxter is in sympathy with the West Side route. It will mean much to the C. P. R. to have the West Side route adopted. The Valley road will then be compelled to use C. P. R. terminals until such time as a bridge across the harbor is constructed, and with the big corporation opposing the project, the chances of this bridge ever becoming a reality will be very remote. The C. P. R. has never viewed with any great degree of favor the Valley Railway project. When the residents of the valley started the agitation for a road in 1910, the C. P. R., thinking to head things off, manifested an interest in a spur line from Millville to the St. John river. This road was being promoted by Mr. J. K. Pinder, M. P. P., and he had little difficulty in entering into an arrangement with the C. P. R. to take over and operate the line when completed. The agitation for the Valley road was kept up, however, and in due course a bill to provide for the construction of the road was brought down in the Legislature. It may have been a mere coincidence, but it so happened that the very day on which the bill was introduced the late Sir William Van Horne, chairman of the board of directors of the C. P. R., arrived in Fredericton. He did not remain long, but when he left he had for a travelling companion Mr. J. Kidd Flemming, then Premier of the province. Mr. Flemming was then on his way to Ottawa as a member of a delegation to interview the Federal Government in regard to this very project, but Sir William monopolized most of his time during the trip and the other delegates saw little of him. What the governor of North Carolina said to the governor of South Carolina on a certain occasion is a matter of pretty general knowledge, but what Sir William Van Horne said to Mr. Flemming during the trip to Montreal, and what Mr. Flemming said to Sir William on the same occasion, has never yet been divulged. Sir William has gone the way of the world, and Mr. Flemming, although still in the flesh, is a dead one politically. The Valley Railway enterprise has been tied up for two years, and C. P. R. influence is undoubtedly in a measure responsible for the present unsettled and unsatisfactory condition of affairs. It was freely predicted by many people before work on the road started that influences were at work to make it nothing more than a branch of the C. P. R., starting at Andover and ending at Welsford or Westfield. The road was originally subsidized to Grand Falls, but Minister Cochrane, on learning that it would parallel the C. P. R. from Andover northwards, had the Federal subsidy cancelled. On October 31st of last year the Federal subsidy for the unfinished portion of the road lapsed, owing to the failure

## HON. DR. PUGSLEY WANTS WAR CONTRACTS PROBED

Ottawa, Jan. 18.—The expected attack on the government in connection with the operations of the defunct shell committee, was launched in the House tonight by Hon. Dr. Pugsley who outlined some of the charges of the abuse of political patronage and the middlemen system and who asked for a special parliamentary investigating committee.

Incidentally, he also went into the work of the Davidson investigating commission, especially in regard to what he called the perfunctory and shallow attempt to find out the truth about the purchase of the two Chilean submarines by Sir Richard McBride at the outbreak of the war.

The demand for a committee, he declared, would be strenuously pressed, and the demand, he believed, would be backed up by members on the Conservative side of the House, who could not but be acquainted with the waste of public money, which should have gone directly for war purposes and not to fatten the profits of privileged manufacturers and middlemen who had a pull with the party in power.

He instanced a few of the cases he wanted investigated and declared that if the investigating committee were granted, he would be prepared to prove every charge.

It was the first real deviation from the larger discussion of the war, and the first intimation of what the ses-

sion will develop in the way of direct charges against the government's administration.

Dr. Pugsley was just in the first stages of the development of his charges when he moved the adjournment of the debate at ten o'clock. He promised to be more explicit in resuming the debate tomorrow.

Dr. Pugsley also charged that through its agents the government had been guilty of lack of initiative and enterprise in the failure to bring the great Canadian crop to the shipping transportation for the markets of Europe to feed the Allies. Although the government now owned and operated a system of railways from Halifax to Winnipeg, it had taken no steps to provide terminal rail elevator facilities for the eastern Canadian ports to handle the big crops which the government asked the farmer to produce.

The government's terminal elevator at St. John had been burned down two years ago but as yet no steps had been taken to rebuild it, and now the government's railway officials were actually advertising grain rates over the Grand Trunk to Portland. Perhaps, he said, the failure to adequately grasp all the transportation problems arising out of the war, was due to the fact that the members of the cabinet were too busy enjoying themselves in the United States or holding political meetings in the guise of recruiting meetings.

of the Local Government to have it renewed during the last session of Parliament.

When the Local Government was notified before the end of the year 1915 that I. C. R. operation of the road would cease on December 31st, it got busy and invited tenders for the unfinished portion of the road. This move succeeded in bringing about the resignation of Mr. Irving R. Todd, the new president of the company, but in other respects it seems to have been a failure. Several tenders to build a railway as yet unrouted were received, but no contract has been awarded. The completion of the road is still a question for the dim, distant future. The present Government can be counted upon to live up to its record and do nothing. In the meantime the province must pay dearly for incompetence, humbug, double-dealing and subservience to the C. P. R.

The present unsatisfactory condition of Valley Railway affairs justifies the Ottawa Citizen in declaring that "The state of the St. John Valley Railway, guaranteed for bond issues by the province, and subsidized by the Dominion, and left unfinished, has become a matter of national concern. It is forcing the province to the verge of bankruptcy, and is a handicap to the credit of the whole Dominion."

## ON THE SIDE.

Lots of people keep right on eating ice cream, just the same.

The Kaiser will probably get mad over his sore throat, and lick little Belgium again.

The Battery boys do not seem to have any use for their spurs when they go horseback riding.

That combination of chin-chin collar and short skirt indicates that beauty's clothes are working away from the ground.

The world always regards its prophets as dogs in the manger who won't sin themselves and won't let anyone else sin, comfortably.

Regina, Sask., Jan. 18.—O'Leary, the Canadian lightweight champion, knocked out Jack Nutt in the third round of a twelve-round bout here last night.

## GinPills FOR THE KIDNEYS

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## CHRIST CHURCH PARISH RECTORY DAMAGED BY FIRE

The worst fire the Fredericton Fire Department has had to fight in some time occurred early this morning. As a result of the fire the rectory of Christchurch Parish, 245 Westmorland street, is damaged to the estimated amount of \$4,000, and the household furniture of the rector, Rev. Canon Cowie, is seriously damaged. Insurance on the building amounts to \$3,000 and that on Canon Cowie's property to \$1,000. In both cases the insurance is carried by companies represented by Mr. T. S. Wilkinson.

The interior of the rectory is badly gutted and the roof also is damaged. The fire caught from an open fireplace. At two o'clock Rev. Canon Cowie, who was alone in the house and ill in bed, was aroused by the sound of fire crackling beneath his bed. He arose and telephoned a still alarm. Soon afterward, seeing that the fire was all through the walls and doors of the upper stories he rang in an alarm from Box 26. Chief Rutter and the driver of the hose-sled were the first firemen on the scene on account of the still alarm. Smoke was then pouring from the rectory in masses. The chief put on a stream and took it inside the house. Later, another stream was put on. The nature of the fire made it difficult to fight, the walls and floors having to be torn away to expose the fire. It was only after three hours' work that the "all out" signal was given. The work of the fire department at this fire has earned it many congratulations. Rev. Canon Cowie is also congratulated upon his presence of mind under trying circumstances.

## LOCAL COMMITTEE, SOLDIERS RELIEF, IS ORGANIZED

The local committee of the Soldiers' Relief for the counties of York, Sunbury and Queens, and the city of Fredericton, met in the County Court chambers Tuesday afternoon for organization. Dr. T. C. Allen was elected chairman, and Judge Wilson secretary pro tem.

The members of the committee are Thomas Griffiths and Joseph Thorburn, of Stanley, ex-Warden Alex. Skene, of McAdam, Dr. T. C. Allen, Judge Wilson and J. W. Spurden, of Fredericton, Charles W. Stone, of Minto; A. B. White, of Oromocto; Thos. Hartt, of Fredericton Junction; R. C. Ritchie, of Chipman; Sheriff Russia Williams, of Gagetown; Rev. J. Spence Gregg, of Welsford.

The committee is to get in communication with employers of labor who have vacancies which can be filled by returned soldiers. All such employers are requested to communicate with Judge Wilson.

## THE GIBSON TEAM.

The Gibson hockey team which is to meet the U. N. B. team tomorrow night at the Arctic Rink in the local Hockey League, is announced to be as follows: Goal, W. Flowers; point, T. Titus; cover-point, B. Sewell; centre, Ferguson; wings, Harrison and McKeil.

Capt. Robertson, paymaster of the 04th Battalion, is in the city.

Mr. E. R. Brown of Stanley, is in the city today.

Mr. James Robertson of Miramichi, is a guest at the Barker House.

Mr. M. E. Ascott of Newcastle, is at the Barker House.

Mr. J. P. Burchill of Nelson, is registered at the Queen.

JANUARY 19th  
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