

The Daily Mail

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THE HIGHWAYS BILL

During the past few weeks every Conservative paper in the country has been trying to make it appear that the opposition, with the aid of the senate, defeated the Highways Aid Bill, and thus prevented the expenditure of this money among the provinces. Exactly the opposite is the case. The opposition refused to approve of the Highways Aid Bill and the Senate refused to pass it without amendment to bring it in accord with the constitution and to provide for proper distribution of the money according to population. The government then refused to accept these amendments, just as they did a year before, and killed the bill.

But on June 5th, the day before parliament prorogued, estimates were presented providing for the payment "under the Canada Highways Act" of \$1,500,000 for the construction and improvement of highways, the amount being divided amongst the various provinces.

This of course, was a mere bluff on the government's part, because since the act had been dropped by them rather than submit to amendment any appropriation under it would be void.

A move was at once made by the Liberal opposition to give the provinces the benefit of this distribution even though the Highways Aid Bill was dropped by the government.

Mr. Carvell pointed out that this money was badly needed by the provinces and that they should be given it, even though for the present the bill had not passed. He therefore, suggested that for this year Hon. Mr. Cochrane might vary the vote so as to make it an ordinary subsidy. This, he pointed out, would not commit the government to anything beyond the present vote, so that next year, if they brought down proper legislation, the people might get the full benefit of the principle, which was thoroughly approved of.

This appeal was promptly rejected by Hon. Mr. Cochrane. The minister of railways took a strong stand for federal control of the money to be voted, declaring that much of the money now spent by the provinces was wasted, while much better work could be done by the Dominion government. All he could suggest was that the senate abandon its principles rather than let the vote go.

Mr. Carvell regretted the partisan stand adopted by Hon. Mr. Cochrane and moved that the vote be amended so as to read:

"To provide for the payment of the following subsidies to the several provinces of Canada for the construction or improvement of highways, or for both such purposes, that is to say on \$1,500,000," including the amounts as apportioned to the different provinces.

This simply meant that Mr. Carvell moved for the granting of a straight subsidy for highways, pending the passage of the Highways Aid Bill, this subsidy to be divided amongst the provinces exactly as though the Highways Aid Bill had passed.

The chairman, Mr. Nickle, Conservative member for Kingston, ruled this out of order, on the ground that a resolution altering the proposed method of expenditure was out of order.

This was manifestly taking advantage of a technicality so as to prevent the voting of the money, with the partisan intent of telling the country that the Liberals had prevented the distribution of this \$1,500,000 throughout the country for the aid of highways.

Mr. Carvell at once appealed from the chairman's decision; the Speaker was called in and a vote taken.

The government members voted Mr. Carvell's proposition down by 42 to 21 on a straight party vote.

It is therefore plain that it was the government, not the opposition, which prevented the country from getting the distribution of this \$1,500,000 for aid in improving roads. The opposition was willing to drop

political advantage for the good of the country. The Borden government refused to do so. The country will judge as to the result.

THE INTERCOLONIAL

Economies on the Intercolonial—Instituted by the recently-appointed commissioner, Mr. F. P. Gutelius—have aroused a strong feeling among the employees, shippers and farmers along the line, and an influential deputations waited on the Borden cabinet recently at an emergency meeting summoned for the purpose of hearing the complaints preferred against the new management. The threatened strike on the Intercolonial, due to the action of Mr. Gutelius in deciding to cut off five hundred members of the Brotherhood of Railway Employees from enjoyment of the schedule rights of the line, and dissatisfaction at the new policy of Mr. Gutelius which extends to the shippers and the farmers along the railway who are affected by the recent twenty-five per cent. increase in freight rates, will engage the attention of the government. It is held not only by those thus directly affected, but by influential persons throughout Nova Scotia and New Brunswick, that the inauguration of a policy whereby the Intercolonial shall be placed on the same basis as corporation-owned lines is contrary to the agreement of confederation, whereby the people's line was not to be a dividend-paying concern, but a system upon which the farmer and general shipper could move his produce at the lowest possible rate. It was not intended that the line should pay interest upon capital expended. The substantial increase in rates recently inaugurated has therefore caused widespread dissatisfaction and members through whose constituencies the road runs are being kept busy justifying the new policy.

Moncton Transcript.—Two years of Borden's rule has brought about an extraordinary situation in the western portion of Canada. Not only is there a financial stringency, but in some of the cities the situation is much worse than that. The Fredericton Gleaner, in its Thursday's issue, although it is a Conservative newspaper yet publishes a brief interview, in which it describes the situation in these words:—"Thousands idle, soup kitchens open in the western cities." The preceding words are placed in glaring headlines and associated with another headline which says, "Financial tension is severely felt." The article under these headlines states that 10,000 men are idle in British Columbia, and that soup kitchens have been opened in some of the cities in order to prevent riot.

Mr. O. S. Crockett, M. P., was too busily employed in his fight for a judgeship to accompany the other Maritime Province Tory members to Ottawa last week to assist in settling the I. C. R. dispute. Mr. Crockett is only interested in the working men at election times.

BIRTHDAY CONGRATULATION

Lieut. Gen. Nelson A. Miles, U.S.A. retired, 74 years old today.

Baron Holmpatrick, 27 years old today.

J. Alfred Spender, editor of the Westminster Gazette, 51 years old today.

Charles S. Diehl, publisher of the San Antonio Light, 59 years old today.

Prof. Samuel B. Christy, famous metallurgist and head of the department of mining of the University of California, 60 years old today.

THIS DATE IN HISTORY

1846—The Smithsonian Institution founded at Washington, D.C.

1862—Sir Alexander Napier McNab, premier of Canada, died. Born Feb. 19, 1798.

1897—Senor Canovas, prime minister of Spain, assassinated by an anarchist.

FINE SHOW AT GAILETY.

The following high class program will be shown at the Gailety theatre today: "Othello in Jonesville," a decidedly bright comedy, abounding with humorous situations; "Roughing the Cub," a story of newspaper life, featuring Hughie Mack; Vitagraph: "The Italian Bride" Patheplay, and a stirring western drama, "A Romance of the Ozarks." The Gailety daily matinee are becoming very popular with the ladies and children.

STOCK MARKET

(Continued from page one.)

MONTREAL MORNING SALES.
(Quotations by J. M. Robinson & Sons, Bankers and Brokers, St. John, N.B.)

Royal Bank—8 @ 215.
Bank of N.S.—3 @ 251.
Merchants Bank—6 @ 184.
Bank of Commerce—9 @ 202½.
Brazilian—25 @ 85½, 2 @ 86.
C.P.R.—25 @ 215½.
Macdonald—50 @ 37, 50 @ 36½.
Cement—25 @ 32½, 25 @ 32½, 150 @ 32½.
Porto Rico—25 @ 50, 15 @ 44½, 2 @ 45.
Laurentide—2 @ 142, 25 @ 141.
Montreal Power—25 @ 204, 50 @ 203½, 25 @ 202½, 25 @ 202½.
Ottawa Power—4 @ 153.
Quebec Rails—55 @ 11, 10 @ 11½.
Rubber—50 @ 83.
R. & O.—25 @ 104.
Spanish River—25 @ 27, 75 @ 26½, 25 @ 26½.
Crown Reserve—1350 @ 253, 250 @ 254, 2550 @ 252, 800 @ 251, 5765 @ 250, 500 @ 248, 500 @ 247.
Iron Pfd.—12 @ 93½, 8 @ 94.

BREWSTER'S MILLIONS.

"Brewster's Millions," which comes to the Opera House Monday evening next, is the result of a unique and original idea. Most people find it a task to accumulate a million dollars in a year—strange as it may seem in these days of endless-chain fortunes—but "Monty" Brewster has the rather hilarious occupation of spending that amount in twelve months. On this idea the play was founded. It is carried through four acts with increasing action and amusing situations, the great climax coming in the third scene with the great yacht and sea-storm effect, a piece of stage realism that has been as much discussed as the play itself. Seats now on sale at Ryan's Drug store.

LASATA PARTY SPENT ENJOYABLE TIME

(Continued from page 8)

saw a published statement that members of the A. & B. Club had complained to the club officers that the "Lasata" had not displayed British colors and very much resented it.

Those acquainted with the regulations governing vessels visiting foreign ports say that under those circumstances a vessel must fly her national colors. It is entirely optional with the commander whether or not he compliments the nation he is visiting by also displaying that nation's flag. The published account of yesterday's incident probably will be forwarded by U. S. Consular Agent W. W. Heard to the U. S. Consul at Halifax for a ruling.

THE KIRK PICNIC.

Reserve Thursday, August 14, and attend the Kirk picnic, which takes place that day on the beautiful grounds of J. E. Stocker at Oromocto. The Kirk, always the picnic, this year is no exception of the rule. Everything will be up-to-date and a good time is promised to those who attend. The usual games will be provided for which handsome and valuable prizes will be awarded. Steamer D. J. Purdy will leave at 7.45 a.m. The Hampstead will make a special trip at 2 and the Victoria an evening trip at 6.30. A band will furnish music throughout the day.

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