

## The Daily Mail

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### IS IT A "FAKE" SURVEY AFTER ALL?

On considerably more than one occasion we have been informed by gentlemen pretty fully in touch with public opinion in the districts particularly affected, that the survey now being made under the auspices of the Hazen Government down the St. John Valley is regarded in many quarters as a "fake" affair altogether. It must be admitted that in the light of actual facts, the statement issued by Engineer Maxwell goes far to prove the correctness of that description. The St. John Standard, with a view of helping Mr. Maxwell out, editorially credits him with saying "that he has every expectation of demonstrating that a line of the standard of the Transcontinental can be built." This is not what Mr. Maxwell said at all. What he actually did say is that "he hoped to demonstrate whether a line of that standard could be built."

This is quite a different story altogether, and more in keeping with the object of the survey, the very last object of which is to prove that a line of the Transcontinental standard is practicable. If the Hazen Government thought for one moment that Mr. Maxwell was going to report that a line of that standard and grades could be built, his further tenure of office would be short. Once it is shown that such is the case, there would be no reason whatever why Part II of the Bill should not be carried out and a railway built under such conditions that it could be taken over by the Dominion Government and operated by the Intercolonial, the thing of all others Mr. Hazen and his friends are prepared to move heaven and earth to avoid.

How far Mr. Maxwell's statement is to be relied on may be judged from the remarks of Mr. Carvell M. P., to a representative of The Telegraph, which will be found in another column. Mr. Carvell is intimately acquainted with the country through which the survey is being made, and moreover he is particularly interested in Intercolonial operation of the railway which it is proposed to build, believing as do the vast majority of the people of the district affected that only by such operation can a decent service be maintained. When he deliberately says that the proposed route is not the shortest and best that can be obtained, few people will doubt the correctness of his statement, for he has no object in making an assertion which is not a fact and which can be disproved by any one on a personal inspection. The whole object of the survey is to provide an excuse for the carrying out, of the Gould Electric Scheme, and it is with that in view only that the route is being mapped out and the resulting report will be made.

### PRACTICAL POLITICS

His opponents delight to describe Sir Wilfrid Laurier as first and last a practical politician, playing the game always for party rather than for patriotic purposes.

In his speech at Winnipeg yesterday, Sir Wilfrid fully explained the attitude of his Government with reference to the Manitoba Boundary question, showing up the misrepresentation of the Roblin Government's contention that he had been maliciously and unjustly preventing the expansion of that Province. He also gave the people of Winnipeg practical assurance of substantial aid for their International Exposition.

Sir Wilfrid knew very well that the alleged uncharitable attitude of the Federal Government toward Manitoba was the keynote of Mr. Roblin's campaign, and he must have known that a statement of this kind from him a week ago would have helped the Liberal interests in Manitoba

and might have changed the course of the election. With modern telegraph facilities, he could have made the statement quite as effectively in Ottawa as in Winnipeg. But he refrained and allowed his friends in Manitoba to fight their own fight with the knowledge that the fight was hopeless.

This is not the procedure of a man who is a practical politician, first and last.

### A NEEDED WARNING

Mr. Chamberlain, the General Manager of the Grand Trunk Pacific Railway, has recently been warning people in the West that some of the townsites in which they are invited to buy lots are far from the railway stations laid out by the Company, and in some instances a distance from the proposed location of the line. This warning should be, but probably will not be, the means of restraining prospective buyers of lots in the numerous "railway townsites" which have been advertised during the last few months. In some instances it may, of course, be possible that a private individual or company may have secured a tract of land which, from its favorable location or other circumstances, may be well adapted for a townsite on the line of railway, irrespective of the sites which the Railway Company has decided on. But if there are any such instances they can be but few, since the Company has naturally opportunities for locating the townsites along its lines which cannot be available to outsiders. It will be well, therefore, for prospective purchasers of lots in the numerous townsites that are being advertised to make careful inquiries before investing their money in them.

### A NEW LIBERAL LIGHT

(Acadian Recorder)

The Provincial contest just closed in Manitoba has served to bring a very promising personality to the front a personality from whom much will be expected in the future. We refer to Professor W. Osborne, who ran against Premier Roblin in Dufferin. All who heard the Manitoban Premier speak at the Arena in Halifax in 1908, will remember that his was the speech which prevented the great gathering from becoming an unintentional experiment in cold storage. His fluency his sonorous voice, his read and caustic though somewhat unpolished wit, his breezy freedom of statement, saved the situation at that time. There can be no doubt that Mr. Roblin is, when on the political stump, "a robustious periwig-fated fellow who can tear a passion to tatters" and shake the windows with his pulmonary exhibitions. In the Legislature he has for some time been meeting a few men who were more than his match in debate, notably, Mr. Edward Brown of South Winnipeg; but on the hustings, he has hitherto acted the part of chief Big Thunder very successfully. The Liberals, in looking around for some one to oppose him, fixed upon Professor Osborne, of Wesley College, Winnipeg, author of a recent theological work, "The Faith of a Layman." The Professor accepted the offered nomination and forthwith commenced a campaign whose vigor caused the province to open its eyes. Mr. Roblin met his match, and more. Equally fluent, possessed of even a reader and more pungent wit, master of a clearness of style and a logical power which his opponent could not lay claim to, Professor Osborne astonished all who heard him at once made himself a marked man. He showed himself capable of outraging the Premier on any subject, at any time, under any circumstances, until that gentleman began to fear the contest and to make excuses for not meeting his assailant. In fact, Big Thunder became Little Thunder at least in his constituency. The Conservative leader won, but the result of the campaign has been to introduce to the Canadian public a gentleman of exceptional brilliancy and promise. Professor Osborne should be provided with a seat in the House of Commons whenever the House of Commons.

Even that celebrated Tory journal, The Halifax Herald, cannot help commenting on improved conditions of the Intercolonial and yesterday it went so far as to make such an admission as this:—"The Intercolonial Railway is starting out upon a prosperous year, according to the returns received here. The figures for the first quarter are not yet complete, but sufficient have been received, it is said, to indicate a surplus of from \$125,000 to \$150,000 of receipts over working expenses. This is in spite of the rather heavy outlays on renewals, etc., in the spring, charged to current account."

If we ever entertained any angels unawares, they have not as yet disclosed their identity.

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## SIR WILFRID LAURIER OPENS WINNIPEG EXHIBITION

Subsequently Addresses a Gathering at the Little French Canadian Village of St. Anne in Heart of Prairie Lands—Grandly Simple but Inspiring, Loyal Address to His Compatriots.

Winnipeg, July 13.—"I feel younger than yesterday and considerably younger than last week," said Sir Wilfrid Laurier, in opening the great Winnipeg annual industrial exhibition this morning. "You cannot grow old breathing the western atmosphere. If I were twenty years younger, I believe I would give up the east and come west."

Sir Wilfrid attended the directors' luncheon at noon and an hour later he pressed the button which started the exposition into being.

He was introduced by Lieutenant-Governor Sir Daniel McMillan, and again addressed the vast concourse of people. He had visited the various buildings and viewed the exhibits with President A. A. Andrews and Manager A. T. Bell. He declared the exhibition to be a wonderful evidence of the progress of the west.

"I shall take this message back to the fine eastern city of Toronto, where I have many friends, except at election time," he said, "that the national exhibition there will have to look to its laurels. Canada has in Toronto and Winnipeg two of the greatest industrial exhibitions on the continent."

The premier was the recipient of a beautiful bouquet of flowers at the hands of the little daughter of Mayor Evans.

AT STE. ANNE DE CHENES.

Ste. Anne de Chenes, Man., July 13.—Into the heart of the new western prairie lands there has been dropped a village of the golden east, a parish of 1,000 inhabitants, with the race mannerisms and customs, ancient architecture, and revered sanctuary with its vesper bells and the grass grown country church yard. To this picturesque French-Canadian village, the premier came this afternoon and his welcome was of the blood.

From the thrill of sturdy Saxon cheers, from the inspiration of stormy Celtic enthusiasm, he passed at once into the close embrace of Latin affection. Elsewhere he met organized welcome; here there was the spontaneous "bien venue," on individual lips. Elsewhere crowds clapped hands here they must shake hands. Elsewhere they sang patriotic songs; here they chanted "Vive Laurier."

For a mile and a half from the station to the residence of Mayor Ritcher, an elaborately decorated auto carrying the premier, headed a remarkable procession. On either side rode a horseman, one bearing the Union Jack, the other the tri-color of France. Then followed same 200 buggies, phaetons, wagons, carts, hayracks, all decorated with painstaking industry, all laden with humanity great and small. The straight roadway was bounded by wheat fields. Attached to each telegraph pole en route was a streamer with the legend "Honneur Laurier."

ALL EAGER TO WELCOME.

The modest garden plot was too small to accommodate gatherings. One proud proprietress of a family of seven gained a point of vantage for herself and offspring on a large empty dry goods box. Men and boys applauded from hazardous positions on roofs of barns and swaying branches of young trees. Three women and eleven children were on a pile of lumber. Human touches demonstrated the feeling of this unique meeting. The local photographer, a typical Gaul, who had carefully erected a stand for his machine opposite the speaker's position, stood on his pedestal cheering his distinguished compatriot until he lost his professional opportunity.

"What is he?" asked visiting newspaper men, anxious to learn the status of the presiding citizen.

"He's a Liberal, too," was the quick assuring response of a woman just behind.

Sir Wilfrid greeted his compatriots with a message of statesmanship. Without even a passing reference to

party politics, he responded to the hearty greeting with a heart appeal.

"We are sons and daughters of the old world—English, Irish, Scotch and French. We love the past, we revere those gone before, but our duty is in the present. We have a great new country, our heritage. We are all Canadians. The opportunity is ours, the country is ours. Under the British flag let us unite—every one of us, whatever our origin, loving the old not the less but our own the more—to make of our wonderful home land, Canada, le pays de justice, de liberte et de bonheur."

Standing on a home-built, primitive platform in the little rural garden, flanked on either side by a frame house and a barn, surrounded by compatriots and speaking his native tongue, Sir Wilfrid enunciated his shibboleth of Canadian citizenship. He pleaded for a united Canada, loyal Canadianism, citizenship, British connection, and a harmonious, progressive people. So anxious was the premier to make the message comprehensive, that he rose for the second time, at the end of the meeting, to specifically include the Metis, there being many of Indian origin present.

"I am no longer young," said he. "For forty years it has been my privilege to be in your service, in the service of my country. The thought which has inspired my life is to do my part towards a Canada of equal rights for all races, to make this great free land a proud nation of the British Empire, where citizens, whatever their origin, can unite in developing a land of justice, freedom and sunshine."

THE MINISTER OF RAILWAYS.  
Hon. George P. Graham, alluding to the transportation problem, declaring that the commencement had only been made. There would soon be three transcontinental railways, but these would be insufficient. He expressed the hope that he could live to see the Georgian Bay canal, and the Hudson Bay railway completed.

### NEW BANK BUILDING

(Continued from page eight)  
throughout the entire building. The heating will be by hot water and the lighting by electricity.

### ELECTRIC CLOCK

An innovation as far as Fredericton is concerned will be the installation of an electric clock in the building. This clock will be placed on the eastern wall opposite the desks used by the staff. It will be connected by Western Union wires with clocks in the St. John branches and head office so the time in all will be the same. As is usual in branch buildings of the Bank of New Brunswick, the coat of arms of the province will be engraved on the plate glass of the doors.  
Mr. F. Neil Brodie of St. John was the architect of the building. Mr. W. Allen Staples of this city will do the electrical work. The plumbing is by R. Chestnut & Sons, of Fredericton, and the painting by Mr. Wm. Sutherland also of this city. The iron work was supplied by John E. Wilson of St. John, while the masonry was by P. Mooney of the same place. The carpentering is by A. E. Hamilton of St. John. Mr. A. Williams is the foreman in charge of this part of the contract. He was engaged also on the North End and Charlotte Street buildings, St. John. Under him are J. Christie and J. Haines of this city.

Three deaths resulted from heat prostrations in Chicago on Sunday. The visitors at Niagara Falls last year are estimated at 1,500,000.

The number of persons killed by accidents of various kinds in coal mines in the United States during the last fiscal year was 2,412.

July 6, 1910

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