

The Daily Mail

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MR. FLEMMING'S FAILURE

Mr. Flemming has spoken and failed to convince anyone outside his following in the legislature, who apparently do not need to be convinced, that the men who propose constructing a local railway operated by electricity, are entitled to a bond guarantee of \$25,000 a mile. The proposal to do this is the most monstrous that has ever been put before the legislature in its entire history, and the legislature has sometimes considered some very unwise legislation. Why such a scheme should be thrust on the people of the province is a question that is being asked on every corner. Like his leader, Mr. Hazen, Mr. Flemming gave no information as to the personnel of the company who have magnanimously agreed to take the people's money for the construction of a railway which should not cost more than half what the railroad proposed in part two would cost. Mr. Hazen emphasized his statement that the government had entered into no arrangement with any company to construct the railway. His remarks would, however, lead to the inference that there had been negotiations of a very serious character with one particular company, and while it may be strictly true that the government is still free to throw the company overboard and arrange to construct the road under part two of the bill, it is most unlikely that this should happen.

So far as can be learned, the administration is seriously committed to the project, as outlined in part three, and will make every effort to see that the railway is built under this portion of the act. The masters of the administration have demanded that this should be done and these masters have always had their way. The Canadian Pacific Railway Company do not want the government railway extended into their territory. Railway competition is essential to the development of Northern New Brunswick, but competition means lower rates and railroad corporations prefer to increase rather than lower the rates. In non-competitive territory a favorite method of the C. P. R., according to Mr. Upham, is to ascertain the profit a shipper is making on his output and then arbitrarily divide up with him. By this method the shipper takes the risk, and the railroad takes the profit. Government operation means stability of rates, and this is exactly what makes railroad corporations fight against it. The road proposed under part three would not be a competitive railway at all. It would be as much under the control of the Canadian Pacific as its main line from Montreal to the coast.

The people of the river valley have been led to expect that Mr. Hazen favored a line of railway operated by the Intercolonial management. He told them this and sent them to Ottawa to ask Sir Wilfrid Laurier what he would do about it. The premier of Canada said "yes" to the proposition, and now Mr. Hazen is doing his best to throttle his own child. While the government was engaged in a dicker with a combination of men controlled by the great railway octopus of Canada, the people of the country were holding meetings and passing resolutions in favor of Mr. Hazen's original scheme. At many of these meetings Mr. Flemming was a speaker, but he never told the people what was going on. He kept them in the dark as to the proposal to sidetrack the original proposition, and to hand the control of the company over to the Canadian Pacific and prevent competition for ever. Neither did he tell them that his government would propose to hand over this enormous guarantee to what is nothing but a local road. Had he done this he would have been hooted from every platform he spoke upon in Carleton county.

It can hardly be possible that the government is deceived as to the sentiment of the country on this question. It is so palpably evident what the people want that a man would have to be blind who did not see that such a railroad as proposed in part three does not meet the requirements of public opinion. But the master hand is so all powerful with the

government that they must do its bidding and their unfortunate followers who see nothing but defeat for themselves and their party if the project is carried out, follow blindly on. The whole plan is bad but to guarantee the bonds of a local road means that there must be a resort to direct taxation three years after the completion of the railway to maintain the public services.

PROTECTING THE FORESTS

The resolution of Mr. McLachlan in the House yesterday gave the members an opportunity of discussing forest preservation. All who spoke expressed the view that the export of pulp wood cut on crown lands should be stopped. Incidentally the question arose as to whether the lumber cut annually in New Brunswick exceeded the annual growth. While conditions have been improved in the past ten years it is quite evident to all that we are already beginning to pay the penalty of the waste of the past and that more lumber is now being cut than should be. We are trenching on our capital and apparently have been doing so for some years past. Mr. Grimmer expresses himself as favorable to forest preservation, but if judged by his acts rather than by his words the reduction in the size of the log shows that he is more anxious for the revenue of today than the preservation of the forests. Mr. Grimmer has never defended his action in reducing the size of the log further than to say that he made a regulation of what previously had been a custom. This is no answer at all. If it was against the interests of the province to cut logs smaller than provided in the old regulation it was Mr. Grimmer's duty as conservator of the forests of the province to have compelled the lumbermen to live up to the regulation rather than to have changed the regulation downwards to suit the lumbermen. In a former speech Mr. McLachlan said the government policy was one of expediency. He might have gone further and said that the expediency arose about the same time as the Northumberland county bye-election.

Mr. Grimmer, as surveyor general, has a very serious problem to solve. The government has been so lavish in its expenditures that it must have all the revenue from the crown lands it can get to meet them. To curtail the cut would mean a curtailment of the revenue which the government must have. He has therefore, to find some means of preserving the forests and at the same time keep the revenue about where it now is. This means an increase in the stumpage and mileage rates and such a move would be unpopular with the men who have to pay the scorching. Mr. Grimmer has promised investigation of the crown lands in order to ascertain their exact condition. It is to be hoped in the best interests of the province that he will have a painstaking enquiry made and be able at the next session of the House to report some really practical measure that will protect the forests and maintain the revenue.

Mr. Hazen is anxious that the legislature should prorogue on Thursday yet on Monday an important private bill to incorporate the Gibson and Minto Railway, which very likely contains provisions which are more in favor of the company promoting the bill than the general public, has not yet been printed for distribution among the members. It is about time the premier should take this matter of private legislation which affects the public rights in hand and see that the public have the fullest information before any part of their rights are bartered away. The bill may be all right or it may be all wrong but no private bill of such all wrong but no private bill of such an important character should be in the position of that relating to the Gibson and Minto Railway.

A "Citizen" writes a letter to The Mail today suggesting that changes should be made in the charter of the Fredericton street railway that would compel the company to construct the road without unnecessary delay and to safeguard the interests of the city and citizens generally. This is not only right, but reasonable. To give any body of men the right to tie up a charter indefinitely is not correct in principle. There should also be a provision in the charter requiring the company to pay a fixed percentage of the gross receipts for the use of the streets.

THIS COP PREFERS

STRATEGY TO FORCE

New York, March 21.—Diplomacy sometimes has brute force beaten to a frazzle, thinks Patrolman Roy of the Gates Avenue Police Court, Brooklyn. Acting on that principle, when he received a warrant yesterday for the arrest of Mrs. Ursula Benson of No. 394 Pulaski street on a charge of abusing her next door neighbor, Mrs. Mary Weinberg, he put the paper in his breast pocket out of sight, went to a florist's and bought at slightly cut rates a pretty bunch of carnations.

With the blooms in his hand he rang Mrs. Benson's bell. She answered the ring.

"What is it?" she demanded suspiciously.

"Good day, ma'am," said Roy smiling pleasantly. "I'm looking for Mrs. Benson."

"You are, eh? Well, what do you want of her?" she snapped.

"Only to present to her this bunch of flowers from His Honor," said Roy still smiling.

"Who?"

"His Honor Magistrate Moses J. Harris, who is now sitting in the Gates Avenue Court" quoth the policeman. "He's a fine man, ma'am, and a perfect gentleman."

"Why should he send me flowers?" asked Mrs. Benson. "I don't know him."

"No, ma'am, but he knows your husband" explained Roy. "He is a great man for the ladies, ma'am and he often sends flowers to the wives of his friends. You should see him, ma'am. He holds regular receptions down there at the court. If you'd like to make his acquaintance I'll go there with you and give you an introduction, ma'am. I know he'd feel complimented."

Mrs. Benson hesitated; then told the policeman to wait until she put on her hat and wrap. He waited and together they went amicably to the court. When they arrived there Mrs. Benson was informed of the warrant—but not by Roy. He had business in the clerk's office and did not emerge therefrom until her case had been adjourned to next Monday.

U. S. GETTING NERVOUS ABOUT IMMIGRATION

New York, March 19.—With a view to cutting down the abnormally large number of undesirable immigrants brought to this point who have to be deported for failing to qualify under the immigration laws, William Williams, commissioner of immigration, has sent a circular letter to the New York agents of all the trans-atlantic steamship lines sharply criticizing the agents abroad "for accepting immigrants for transportation without adequate inquiry whether they are qualified to land upon arrival." Commissioner Williams states that 3500 immigrants in all have been deported since the first of the year and that the number should be materially less. He adds that immigrants are sent here with pronounced mental or physical defects, with a lack of funds, with no statement on the manifest as to their final destination and numerous other disabilities which are likely to make them public charges and precludes them of admittance by the immigration authorities.

SPORTING DISPATCHES

Dallas, Texas March 19.—Yussi Husane, the Turk, secured a toe-hold on Raoul Derouen of Chicago in a handicap match here last night and punished the Frenchman so severely that he declined to go on with the match. The two men will later meet in a straight finish match.

Chicago, March 19.—Jack Johnson, heavyweight pugilist, yesterday put in his first day of real hard work in preparation for his coming encounter with Jeffries at Emeryville Cal. on July 4. The champion after putting on his finishing touches last night found that he had worked off four pounds of superfluous avoirdupois tipping the scales now at 213.

Buffalo, March 19.—Jack Tait, of Toronto, defeated George V. Bonhag of the Irish-American A. C. of New York, in a two mile race here tonight. The winner's time was 9:16 2-5. R. Coughlin, also of the Irish-American A. C., redeemed the colors of his club by beating Robert Kerr, another Canadian, two straight heats in a match race at 100 yards.

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