

## The Daily Mail

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### CROWN LAND REVENUE

The Standard has raised the question of stumpage collection and openly charged the old government with failing to collect \$100,000 annually from the lumbermen. This assertion which is untrue to start with, is based on a statement recently made by the surveyor general. To show the complete unreliability of any statements that gentleman may make it is only necessary to quote a return brought down by him in answer to an enquiry made by Mr. Robinson as to the amount of uncollected stumpage. This reply was made in the House on Monday, March 7th. The questions and answers on that occasion were as follows:

Q. What was the amount of stumpage uncollected at the close of the fiscal year 1908? A. \$7,460.94.

Q. How much of this sum was collected in 1909? A. \$2,185.44.

Q. What was the amount of stumpage on the cut for the fiscal year 1909 uncollected on the 31st of October, 1909? A. \$3,829.25.

Q. What is the total amount of stumpage uncollected and for what years? A. 1907, \$454.94; 1908, \$279.75; 1909, \$3,094.56; total, \$3,829.25.

(It was then added as a footnote that there had been paid since October 31, 1909, \$1,280.81, leaving a total balance of \$2,548.44 as uncollected.)

If Mr. Grimmer had been an astute person he would have observed the error in this statement when he read it to the House. Had he had any personal knowledge of the working of his department, he would never have permitted himself to have laid down such a statement before any deliberative body of men. He would have observed that whoever prepared the statement had given the figures of uncollected stumpage for 1909 as \$3,094.56 in one line and \$3,829.25 in another line. But this is only one error. The surveyor general's report for 1908 gives the total amount of uncollected stumpage at the end of the fiscal year as \$7,460.94. The report for 1909 gives the "old accounts unpaid" at the beginning of the fiscal year 1909 as \$3,009.56, a slight difference of \$4,451.38. There is not a line of explanation to show that any of these accounts were off written because they were uncollected or for any other other cause. The public was led to suppose anything they liked, or it may be that it was hoped such a trifling matter as \$4,000 would pass by unmolested altogether.

On page A 45 of the auditor general's report, some more light is let in on this matter, which, however, only adds to the gloom, for the old accounts are given here as \$6,608.52 and not \$7,460.94 as stated at the close of the fiscal year 1908 on page 18 of the crown land report for that year. Here is a difference of \$852.42, which seems to have been lost in changing the system of keeping the books. It was not off written apparently, as in 1909 the sum of \$3,598.96 was written off, covering the years 1902 to 1908, the auditor adding a note that the amount written off includes amounts changed in error as well as uncollected accounts." It might be well to call in another accountant and have an audit of these books of the crown land department about which the government has had so much to say. In the meantime, the surveyor general might explain the discrepancies and his his testimony as to whose accounts were off written as uncollected and which he has apparently been at such pains to conceal.

To would-be tariff-tinkers on both sides of the line, who would have everything fixed only to suit themselves the observation of a cool and disinterested thinker will be of some value. Such is the following, from the Literary Digest:

"Mr. Taft has every reason to think well of Canada. When he came into office Canada was buying from the United States a couple of hundred million dollars' worth of goods in a year. That is no negligible item in the program of a President. Blood may be thicker than water; but in the case of Canada and the United States, a good deal of the real blood

goes through tariff-arteries. We may have our picayune differences over war ships on the Lakes; and we may do a deal of theorizing about the ultimate boundaries between the Yukon and Alaska; but when it comes to the problem of f.o.b. across the border we're a good deal of one people each willing to sell the other as much as possible that the other wants more than he does. President Taft knows quite as well as either Mr. Goldwin Smith or Earl Grey that nature and history never conspired to have each of these countries supply precisely what the other wants in the shape of raw material or in goods unmanufacturable by themselves."

The news of the day is of some political significance. Our despatches from the three Centres of Government Ottawa, Halifax, and Quebec, point out clearly that the respective administrations in those capitals are absorbed in highly important work for the benefit of Canada. The federal authorities are working through a bill for prevention of abuses by trusts and combines; Premier Murray presents a measure of practical prohibition for Nova Scotia; and Premier Gouin makes the announcement that an order-in-council will be issued, at this session of the assembly to prohibit the exportation of pulpwood from the Crown lands of Quebec until manufactured in the province. And while these factors for betterment of the country are at work, the wires tell that the warring factions of the opposition at Ottawa have wisely concluded to postpone their party convention for a year.

## VICTORIA HOSPITAL

(Continued from page one)

During the last two or three years it has been frequently found that the accommodation was not equal to the demand, and the necessity for an additional wing has become imperative if the greatest success in ministering to the sick is to be attained. The insufficient endowment of the institution together with the annual grants of the Province, the county and the city, as well as the very liberal contributions of individuals, with the strictest economy of management barely enables the trustees to balance the expense account year after year. The splendid equipment of the hospital has largely been provided by the generosity of individuals. An ambulance equal to anything of the kind to be seen in the Maritime Provinces, was the gift of the late Hon. Mr. Randolph. Through the bequest of the late Dr. G. E. Coulthard, the trustees are enabled to keep the operating room supplied with the latest instruments. Many other notable gifts from friends have contributed to the efficiency and success of the hospital, including a modern sterilizer, an acetylene plant, handsomely furnished rooms and well equipped wards, the painting of the entire structure, etc. And now that this useful and popular institution very much needs enlargement, it can be done and well done with the liberal assistance not only of the local people, but by the aid that may reasonably be expected from other counties.

## WANT INFORMATION ON STREET PAVEMENT

The aldermen in general committee last night considered two very important matters, the laying of more permanent street paving and the giving of permission to erect a gasoline tank on Saunders street. It was decided to postpone action in the latter matter until a fortnight hence. In the matter of street paving the aldermen decided to take no action until later in the season when more information concerning the type of pavement most suitable for Fredericton could be obtained.

Contractor R. S. Low, of Sydney, who laid the pavement on Carleton and Queen Streets last year, submitted a private tender on the pavement of three more blocks. It is understood that the figure was below that paid last year for similar work. It was pointed out by the contractor that as the street making plant was all in the city, the work could be done more cheaply than in 1909.

After some discussion it was decided that an effort would be made to obtain by correspondence with other cities and towns information concerning the type of pavement which proves most satisfactory in a climate such as Fredericton has. Until that information is obtained, nothing will be done in the way of permanent street work.

It is thought by some that the past winter was too mild to show the ability of the Hassam pavement to resist the action of frost and ice.

The application of the Imperial Oil Company for permission to erect a gasoline tank near the oil tank on Aberdeen Street, was not granted but will be further considered in two weeks. Residents of Aberdeen street are understood to be unfavorable to the location of such a tank in their

## IS IT A GOOD RULE BARRING U. S. HORSES?

Fredericton Sportsmen Must Now Accept the Affirmative This Year--Next Year They May Reconsider.

With the barring of the American horses and the rumored importations of so many good ones by Provincial horsemen, an open question is presented whether this action has been in the best interests of harness racing. As viewed in the light of the national Trotting Association the constitutionality of such action in barring Americans may be questioned. The point has in fact been raised by a correspondent in the American Horse Breeder. However whether the action of local tracks is beneficial to themselves is the pertinent issue.

The matter must first of all be considered from various view points that of the owners, local breeders, and the public in general. In one respect the public should receive first consideration, as the gate receipts have great influence in determining the success of any undertaking. It is a patent fact that when the public are called upon to pay fifty or seventy five cents to witness an afternoon's racing they demand the best; to them it is absolutely immaterial who are racing or who wins. It is the contention of the writer that the barring of Americans is most unwise. For several years past our tact has been exclusively patronized by Americans and good performances have resulted therefrom. Keen contests and high class racing were the order, and the public went away satisfied. The events were conducted in a most gentlemanly manner, and no sign of underhand work was evident. These facts are patent, as is also the fact that the sport loving public of this province commented much more favorably on the last July meeting when Americans were present than on the exhibition last fall when the familiar "Yankees" were conspicuous by their absence.

From the owners view point the action of local tracks in barring Americans is again open to question. It is an open secret that many of those lately, most clamorous in demanding a "shut out" placed last year's racing in this alternative, "if you cannot give us classes for all our horses we will ship to Upper Canada tracks." But the filling of the classes demanded was possible only by the advent of Americans. It is contended that the Americans possessed better horses earlier prepared and that consequently they took away the large part of the purses, to the detriment of local men. The instances in which this happened are few, an examination of the summaries in the "Year Book" hardly bears out the contention. While the visiting horses were by no means gilt edge performers, the greater ability of their drivers, may in a way explain the matter. But the importations of Maritime men are heralded as being "top notchers" and from their press accounts will prove much more formidable adversaries than any seen in the east for some time. Will those who already own horses be ready to stake them against the new ones?

Again, let us examine the position of men who have been patiently breeding on a small scale. Stallions have in the past been imported, good ones too, colts have been raised and now when the breeders would like to race them behold the owners of the stallion's import green horses credited with trials in around 2.10. What did the Americans possess that could compete with these, and where will the Maritime breeders stand? Are there enough imported ones to fill classes for green trotters and pacers? It seems that the more logical and profitable course would be to make stakes for local breed trotters and pacers in the slow classes, but leave the first classes open to all comers. This would encourage breeding and in a few years all classes could be filled with home talents.

These remarks sum up in an impartial spirit and on their merits present matter for consideration.

## MARRIED IN LINDSAY

(Special to The Mail.) Lindsay, Ont., April 13.—John B. Kinghorn, of Montreal, formerly of Fredericton, N. B., was married here this morning to Miss Helen Wallace, daughter of Mr. J. W. Wallace. The ceremony was performed at the bride's home by Rev. Canon Marsh, in the presence of relatives and immediate friends of the contracting parties. There was no bridesmaid nor groomsmen. Immediately after the ceremony the happy couple left for Toronto and Niagara, where the honeymoon will be spent. They will reside at Notre-dame de Grace, a suburb of Montreal. The bride's presents included a check from the bridegroom, a cabinet of silverware from the directors of George A. Slater, Ltd., and a check from Mr. Slater.

neighborhood believing that such an erection would prove a source of danger. It is understood, however, that the Hartt Boot & Shoe Company, whose factory is near, have offered no objection.

April 4 1910

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