

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street.
HERALD PRINTING AND PUBLISHING CO., Proprietors.

Fredericton, N. B., April 25, 1910.

MR. CROCKET'S ORATION

"That's an awful lot of wind and very little rain,"—to quote Mr. Pinder, M. P. P.—will be the opinion of every one who glanced at the report of the speech of Mr. O. S. Crocket, with which The Gleaner favored its readers on Saturday. We say 'glanced' at it advisedly, for surely Mr. Crocket would scarcely lay the flattering unction to his soul that any one would deliberately sit down, and wade through it. For one thing, the subject is not sufficiently interesting to the great majority of people to make it worth their while to do so; and for another, previous experience of Mr. Crocket's style would make it certain that his treatment of it would be so bitterly partisan as to entirely prevent any one who desired to do so, forming an independent judgment upon it. It is not the first time, nor the second, that Mr. Crocket has attacked Dr. Pugsley in Parliament, each time only to be ignominiously turned down by the House. One would think that by now Mr. Crocket would have learned wisdom by experience; and recognized the absolute futility of further efforts in that direction. It speaks volumes for the good nature of the House that it could patiently sit still and listen to a tirade of some four hours a length on a subject which was already threadbare and with the object of which the great majority were entirely out of sympathy.

Mr. Crocket reminds one of the man of whom it was said "His stole the livery of the court of Heaven to serve the Devil in." While ostentatiously parading as one possessed with a burning desire to see that the revenues of the country are properly dealt with, his real object is to find some excuse of vilifying the Minister of Public Works. To this end, facts are distorted, some magnified out of all resemblance to the actual truth, others glossed slightly over or deliberately ignored altogether. Starting out on the assumption that because Dr. Pugsley is opposed to him in politics therefore everything he does must necessarily be wrong and corrupt, Mr. Crocket attempts to weave a scandal which carries with it its own refutation. Because he has not that faith in the future of the country which Dr. Pugsley has always shown, Mr. Crocket professes to be scandalized at any expenditure which does not bring in an immediate return, or for which full value is not at once apparent on the face of it.

Dr. Pugsley is an able man, and as a consequence is a successful one. One of the penalties of success is that it brings in its train a good deal of petty jealousy on the part of others not so fortunately circumstanced, and this must be the excuse for a good many of the little annoyances which Dr. Pugsley has to put up with. If the idea is to discredit him with the view of driving him out of public life, it is decidedly ill-judged; the reason can be summed up in a very few words,—Dr. Pugsley is altogether too big, and Mr. Crocket altogether too small.

GIBSON AND MINTO

What has become of the Gibson and Minto Railway? The promoters of the bill were in such a rush to get it through the house that the rule as to advertising had to be suspended before the standing rules committee could permit its introduction. Yet with all this haste to obtain the legislation there is no word yet in regard to the construction of the railway. No arrangements for a survey of the route have been entered into and apparently nothing has been done to secure for Fredericton this much to be desired railway. There is no doubt whatever that a direct connection between Fredericton and the Queen's county coal fields would be of great benefit to this city. It would not only give cheaper coal but it would enable our merchants to compete for trade in a territory from which they are now practically excluded. The powers obtained by this company from the legislature are very large, greater than many would suppose from a rapid perusal of the charter. Under its provisions the com-

pany is not only authorized to construct a railroad, but also to acquire control of the immense coal fields of Queens and Sunbury and the Central Railway from Minto to Norton as well. Such powers are not usually given to a corporation, particularly a corporation with such a limited capital as the Fredericton and Grand Lake Coal and Railway Company.

The granting of such monopolies as is contemplated in this charter is not in the best interests of the province and it was pointed out at the time that the Governor-in-Council should have power to determine the rates of transportation for coal and also authority to compel the company to treat all coal miners depending on them for transportation alike. The bill went through the house without any of these very necessary provisions and if the company so will it, they can do practically as they please in the premises. But with all its defects the railroad would be a decided advantage to Fredericton, and the people of this city are most desirous of seeing some steps taken that would assure its immediate construction. As the matter stands at present, however, it is quite possible that Fredericton may enjoy the advantages of competition of Grand Lake coal by another route. It looks now as if the National Transcontinental would be in operation from Moncton to the Tobique early in the fall. This will enable the miners of the Grand Lake districts to deliver their coal in Fredericton at a much less rate of freight than their competitors in Nova Scotia.

"TRADE TENDENCIES IN CANADA"

In another column we give an extract from an article in the "Standard of Empire," published in London from the pen of the Hon. George E. Foster, M. P. The extract gives a very concise statement of the events and circumstances that have taken place in the tariff war between Canada and Germany, which has recently resulted in such a marked triumph for Canadian statesmanship.

It is all the more striking coming as it does from Mr. Foster, who during all the discussions of the matter in Parliament, was the most severe critic of Mr. Fielding and the Liberal government in this, as in every other matter. However, the Canadian public have known Mr. Foster long enough to know that he can make the most solemn pronouncement on the most important national question to-day and arise in his place tomorrow and make an equally solemn pronouncement exactly opposite on the same question, without even an apology.

His speeches made in parliament in 1909 and 1910 on the naval question serve to illustrate and prove that fact. The reader will arise from the perusal of Mr. Foster's article with pride and a higher appreciation of the great abilities of Sir Wilfrid Laurier and Mr. Fielding who brought about this great triumph of Canadian statesmanship.

Although a certain amount of latitude must be allowed the committees of the City Council many of which are composed of new members, it is now quite time the Road Committee got down to business. Some of the streets in the city are in such a condition as to be an actual disgrace. The lower parts of Regent and York, King street just above Regent, and Queen street at either end—but particularly the lower—of the Hassam Block are in a deplorable state. The mud, which has been scraped to the sides of the street is allowed to remain there, making it impossible for pedestrians to cross any where except at the regular crossings. If the city streets were subject to the Hazen Road Law, no surprise would be occasioned; but as they are not, citizens have the right to look for some thing better than is apparent at present.

INDIAN FEATURES.

The Bijou are showing two Indian Features. The Nurse's Diary and several other fine pictures. The "Imp" film which was shown Saturday will be repeated tonight, only for the benefit of those who could not gain admission Saturday night.

TUCK—BOWERS.

The marriage of Mr. James Tuck, of Parry Sound, Ontario, and Mrs. Alice Mary Bowers, formerly of Kingsclear, but now of Boston, was solemnized in the Parish Church by Rev. Canon Cowie on Saturday, the 23rd inst. Mr. Tuck is employed as chef on the G. T. P. at McGivney. Only the immediate friends were present.

RIVER ALMOST AS HIGH AS LAST YEAR

Drives Coming Along Well Everywhere—
I. C. R. Track Washed Out Near Cross Creek.

The river is now at the highest point it has reached this season and is within two or three inches of the point reached last year. The water rose rapidly Saturday night and on Sunday. Today the rise has not been as rapid. In spite of the fact that the rain has stopped the water is still coming up.

It is estimated that there is now fourteen or fifteen feet of water over the old wooden pier in the draw of the highway bridge. The schooner Vera Roberts, which arrived here several days ago with American coal for Mr. A. H. Vanwart, has not been able to discharge on account of the scarcity of berths. An attempt will be made to take the Roberts up through the draw of the highway bridge and dock her at the high water wharf at the rear of the Normal School, where she will be able to discharge directly into Mr. Vanwart's warehouse. If the attempt is successful it will be the first cargo of coal so handled in Fredericton.

The schooner Ann Louisa Lockwood finished discharging coal this morning and dropped down to the Star Line wharf, giving the schooner Wanda an opportunity to discharge. The wharves at which the schooners are lying are covered by water and the work of discharging is carried on in water two or three feet in depth. This morning the horses used in the work got down and cast in the mud on several occasions.

The river must rise about five feet farther if the record of the year 1887 is to be reached.

The warehouses of both steamship companies are flooded and steamers are using the high water wharf just below the highway bridge.

Reports from down river state that the water is as high as last year, it being over the road in several places in Manguerville and Sheffield.

Reports by Western Union from up river today were as follows:

Grand Falls—Weather cloudy. Water at a stand still.

Edmundston—Water has been rising ever since Saturday night. Few logs running. Weather dark and cloudy.

Woodstock—River rose five inches since last night. Few logs running. Weather cloudy.

The lumber drives on the St. John and Tobique rivers are believed to be coming along all right, and there is little doubt now but that the season's cut will be got out without difficulty. There has been a good run of logs into the Sugar Island booms during the past few days, and the private marks of most of the big operators on the St. John and Tobique are noticeable in the lot. Indeed Contractor Scott, of the corporation drive, states that he has noticed every private mark in the log-run with the exception of that of Mr. John A. Morrison. A lot of logs belonging to Mr. W. J. Noble have come in, as well as a few belonging to Mr. John Kilburn.

The freshet on the Tobique is unusually high, and Donna, d Fraser and Sons' mill at Plaster Rock, which which started the first of last week has been compelled to shut down until the water subsides. The Fraser drives on the Tobique are believed to be coming along well, and word received from Mr. Archie Fraser on Saturday was to the effect that one of the Cabano drives was out of the brooks.

The Nashwaak drives are reported to be coming along splendidly and every log on that stream and tributaries will be got out. The river was at a high pitch Saturday and washed away about fifty feet of the I.C.R. track near Cross Creek, but repairs were made without an interruption of traffic. At McNamee's Siding the track was under water for a short distance, but there was no damage. The water in the Nashwaak is now falling.

FUNERAL OF THE LATE ROBT. M. DOW.

The funeral of the late Robert M. Dow, of St. Stephen conductor on the C.P.R. whose death took place suddenly at Presque Isle was held Sunday afternoon under Masonic auspices. It was one of the most largely attended funerals that has been held in Fredericton for some time. Hiram Lodge, F & A.M. of Fredericton, Sussex Lodge, F & A.M., of St. Stephen as well as a large delegation of trainmen from the Atlantic Division of the C.P.R., marched in the procession. Music was furnished by the Fredericton Brass Band. The body accompanied by a Masonic and railway delegation from St. Stephen arrived here at two o'clock in the afternoon by special train. The funeral procession was formed at the railway station and proceeded to the rural Cemetery. Many citizens walked in the procession to show their respect to one of Fredericton's former citizens. Rev. Dr. Kierstead of the University of New Brunswick conducted the services at the grave.

The special train returned to St. Stephen last evening.

April 25th 1910

John J. Weddall & Son's

Ladies' Ready-to-Wear Department is the best place to procure your

Suit, Skirt, Coat, Waist, Underskirt, Black

Silk Coat, Pongee Coat, Raincoat, etc.

We have a full range of the Goods quoted above and invite your inspection.

The Style of Our Suits is right *UP-TO-DATE*, and we have the control of them for Fredericton and vicinity.

Our Raincoats have proved themselves to be exceptional values.

A full line of Children's Waterproof Capes, with Hoods, in all lengths.

JOHN J. WEDDALL & SON

STANDARD PATTERNS

REYNIER GLOVES

The Original 100 p. c. Pure Paint is

The MARTIN SENOUR Paint

Don't be deceived in the name, as there is none just as good as the

Martin-Senour 100 p. c. pure paint.

Accept no substitutes, insist on having the Original.

Tweeddale & Co.

Sole Agents for the "100 p. c. Pure Paint."

- - YOU WILL FIND - -

DUSTBANE

A SPLENDID THING TO USE WHILE HOUSECLEANING

LAYS THE DUST

SAVES DAMAGE BY MOTHS

GET A CAN FROM YOUR GROCER

- - OR FROM - -

R. Chestnut & Sons