

The Daily Mail

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Fredericton, N. B., June 8, 1910

WHAT GOOD ROADS MEAN

Deputy Minister Campbell is announced to address the Canadian Club at St. John today on the subject of Good Roads. This is a subject in which the people of New Brunswick are vitally interested, for the fact that the country roads of this province are far from what they should be is demonstrated by the complaints which are forthcoming from residents in the country on every hand. When the Hazen Government came into office they promised a highway law which should make any other than good roads practically impossible. Yet at the present time, notwithstanding the wonderful act which the government carried through the legislature, after two sessions' deliberations, the roads of this province as a whole are worse than they have been in years. The government grant in aid of the roads has been cut down, and the valuation of property for assessment purposes has been strained to the limit in order to make up the difference. The government promised to place the control of the roads entirely in the hands of the country councils; instead of this, they created special boards for this purpose, on which their own nominee is the chief member and who controls the cash which is intended to be spent on the roads.

The road question is not one which can be trifled with. Good roads are the very life of civilization. They reduce the isolation of farm life. They facilitate the distribution of mail. They enable the farmer to get a daily paper; by them he can reach central points with ease. Farm produce reaches the market in better condition, particularly fruit, vegetables and other perishable stuff. In dairying districts the cost of hauling milk is much reduced, and the milk itself reaches the butter factory in better condition. Wear and tear on horses and vehicles is reduced. A farm always looks better from a good road than a bad one. No farm can ever look well when viewed from a road ankle deep in mud.

How far the advantages of these conditions have accrued to the people of the province since the enactment of the Hazen road law can be left to the inhabitants of the various localities to say for themselves. It is a significant fact that since this law was first enacted, the government has at three different times appealed to the people to signify their approbation of this legislation, and in each case has been met with a stinging rebuff. A similar result may be expected on every future occasion which affords the opportunity.

THE POTATO CROP SITUATION

Judging from the reports in the public press from the market returns and from the statements of farmers themselves the conditions surrounding the potato market at the present time are about as bad as they could be. During the last session of the Legislature the country was nauseated by the members of the Hazen government and their supporters with account of all that had been done to open out the markets of Cuba and the West Indies to the trade of this province, and which markets it was then asserted would be found extremely profitable to our farmers. Notwithstanding all the boasts of the Hazen government, the fact remains that today potatoes are not only a drug on the farmer's hands but in many cases they are being actually destroyed as entirely worthless. Those farmers who were induced by the specious promises of some of the members of the provincial government to plant a larger area of potatoes than they otherwise would have done in the hope that the markets, which were held out to them would prove as satisfactory as the outlook promised, must now see what little dependence is to be placed upon anything the present government may say or do.

THE GRAND TRUNK PACIFIC AND PORTS MARITIME

The definite announcement by Vice President Fitzhugh of the Grand Trunk Railway that the object of the Company's efforts to carry its line to a Rhode Island port is really to extend its American business, should surely give a quietus to the foolish reports which are being so assiduously circulated by the Tory press that the G. T. P. intends to haul its freight from the Canadian West to an American port to the detriment of the ports of Canada and the Maritime Provinces in particular.

The folly of such a course will be apparent to any one who takes the trouble to think over the matter. The Grand Trunk Pacific, which would bring the Western freight to the Grand Trunk's system, is under contract to lease and operate the Transcontinental when completed, and there would be no object in paying rental for a line of railway unless it was intended to work it. Moreover, the G. T. P. will be under obligation to keep the road in repair and it is a well known fact that a line of railway which is in active operation is very much cheaper to keep in repair than a road which is neglected and allowed to go unused. Besides that, the fact that the G. T. P. has recently acquired a site for terminals at St. John is pretty good evidence that it intends to make use of St. John as one of its Eastern terminals. Otherwise, what was the reason for acquiring the site.

Like most other Tory canards circulated for political purposes and with an entire disregard for the truth, now that actual facts come to be announced, the absurdity of this story of the Grand Trunk's alleged intention to boycott Maritime ports is at once apparent.

Storekeepers and others who occupy premises abutting on those portions of the city streets upon which the council purposes to lay permanent paving will welcome the announcement of the council's decision. The present condition of some of the city streets, particularly Queen street is such that visitors to the city cannot be otherwise than most unfavorably impressed, without taking into account the nuisance and annoyance it is to residents. The council's action will be generally approved.

MONCTON COUNCIL TO TACKLE TELEPHONE CO.

Moncton, June 7.—The city council tonight decided to ask the N.B. Telephone Co. for lower rates on 'phones used for city purposes. The claim is made that St. John, Fredericton and other places get some concessions for the franchise given the company and this will be made the basis for better terms in Moncton. At present the city pays full rate for all its 'phones. The matter came up tonight at a meeting of the fire committee, when the question of installing telephones in the fire station was discussed. A committee composed of Mayor Reilly and Ald. Whelpley was appointed to interview the management of the N.B. Telephone Co. on the question of lower rates.

THE GENERAL ASSEMBLY

(Continued from page one)

peat the expression for he believed it to be the truth. He quoted the opinions of Chalmers and others against the principle of union as contemplated. That Principal McKay was not alone in his anti-union feeling was evident from the loud and frequent applause, that greeted him. He ridiculed the arguments of the Unionist parties. The organism they seemed to desire was of a jelly-fish variety. He likened the scheme proposed to the smashing together of two ships which are bound to the same port, because they have similar keels and compasses and outfit. The Foreign Missionaries who have recommended it are not to be followed because the conditions in their fields are not like the conditions at home.

He spoke for the far west and combatted the idea that the situation there is as disgraceful as has been described by many. The men in the fields in British Columbia and Alberta have a majority against Union. These men ought to know the needs of the ultimate west and they ought to be heard in this matter. Discussing the argument that this Union will give us a National church he said that we have now in our own church all the National church we can have unless we can unite all the Protestant Church of Canada. He instanced the difference between the

MR. DONALD FRASER, SR. HEAD OF MAIL PUB. CO.

Stockholders Met On Tuesday and Completed Organization—Mr. Edward Moore is Vice-President, Ald. Osborne Treasurer and Mr. R. W. McLellan Secretary of the Company.

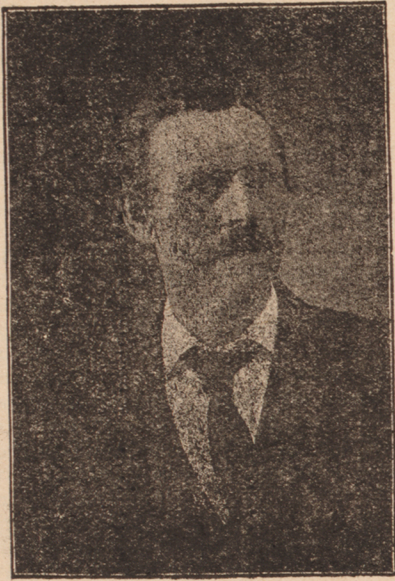
The Mail Publishing Company, Limited, was organized yesterday at a well attended meeting of the stockholders, held at the Queen Hotel. Mr. Donald Fraser, sr., the well known and successful lumberman and mill owner, was elected president, Mr. Edward Moore, vice-president, Ald. W. J. Osborne, treasurer, and Mr. R. W. McLellan, secretary.

The object of the company is to

Mr. George F. Burden of Pokiok, of the firm of Gilman Bros. and Burden, lumbermen.

Mr. Edward Moore of Fredericton, gentleman, director of the Hartt Boot and Shoe Company.

At a subsequent meeting of the directors, held immediately after the stockholders meeting, Mr. Fraser was elected president, Mr. Moore vice president, Mr. Osborne, treasurer, and Mr. McLellan, secretary.



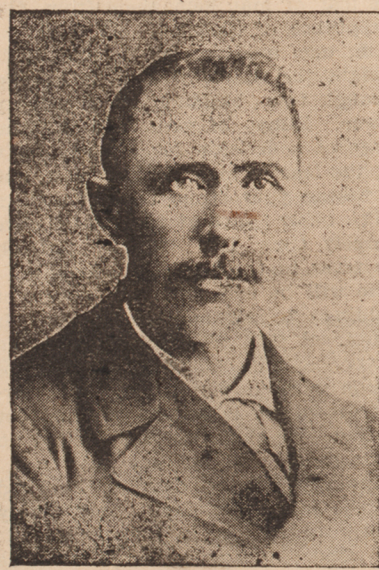
MR. MICHAEL RYAN



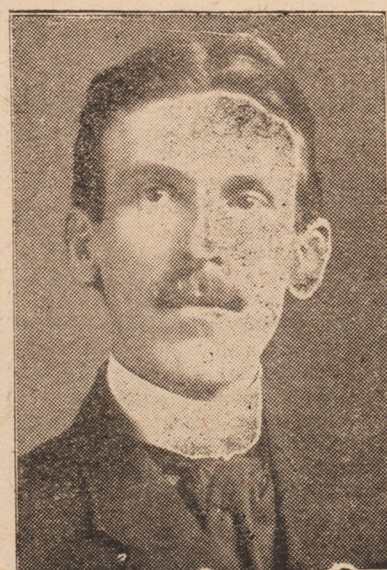
MR. JOHN KILBURN



ALD. W. J. OSBORNE
Treasurer



MR. GEORGE F. BURDEN



MR. R. W. McLELLAN

print and publish newspapers, and to carry on a job printing business, book binding, stereotyping and electrotyping plant in the City of Fredericton. The capital stock is \$20,000, divided into 2,000 shares of ten dollars each.

Mr. Donald Fraser presided at the stockholders meeting and called upon Ald. Osborne, who submitted a very satisfactory report from the provisional directors.

Mr. R. W. McLellan, submitted a draft of the bye laws of the company, which was gone over very carefully and adopted. He also submitted the charter lately issued by the governor-in-council.

The election of directors resulted as follows:

Mr. Donald Fraser, of Fredericton, lumberman, head of the firm of Donald Fraser & Son.

Mr. John Kilburn of Fredericton, lumberman, president of the Hartt Boot and Shoe Company.

Dr. David R. Moore of Stanley, president of the York and Carleton Railway Company.

Mr. A. Edgar Hanson of Fredericton, civil engineer.

Mr. Robert W. McLellan of Fredericton, barrister-at-law, and head of the McLellan-Smith Lumber Company.

Mr. Michael Ryan of Fredericton, manufacturer.

Ald. W. J. Osborne of Fredericton, principal of the Fredericton Business College.

attitudes of the Methodist and Presbyterian Churches. The Methodist says build up your own church and help your land by so doing. The Presbyterian says help your land and so build up your church. He feared that a Union would mean the enriching of the large new church at the expense of the land, because of the majority that would be found in that new church, who are ecclesiastical first and last in their ideas and activities.

The Union Committee Convenor had advised Principal McKay to study the Confession of Faith. He was thankful for the advice. He had been studying the confession and hoped to study it for years to come. It is worth long study; this is more than he can say of the nineteen articles in the Doctrinal statement offered by the Union Committee.

After some further discussion, the resolution was adopted by a vote of 184 to 73.

June 7, 1910

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