

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street, by THE MAIL PUBLISHING COMPANY, Limited.

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SUBSCRIPTION

One month by carrier.....\$.35
Three months " ".....1.00
Six months " ".....2.00
One year " ".....4.00
One year by mail.....2.00
Six months by mail.....1.00
Address all communications to The MAIL PUBLISHING COMPANY, Ltd., Fredericton, N. B.

Fredericton, N. B., Sept. 26, 1910.

THE SITUATION TODAY

It is undeniable that the Robinson government was defeated in 1908 by independent voters who had been convinced that the administration was incompetent. It is equally undeniable that these men were grossly deceived by Mr. Hazen and his supporters whose misrepresentation of public affairs was grosser than any misrepresentation that had previously marred the political record of the province. While these things are so, it is clear that to-day the feeling against the Hazen government is remarkably strong in all sections of New Brunswick. Nor is it surprising that this is the case.

Conservative partisans may strive to convince the people that the government is strong, strong in its methods of administration and strong in the sympathies of the electorate. But the facts are too plain for partisanship of this type to avail. Northumberland, Carleton, St. John—all have spoken. LESS THAN THREE YEARS IN OFFICE THE GOVERNMENT HAS UTTERLY FAILED ON ALL OCCASIONS WHEN IT HAS ASKED FOR THE APPROVAL OF THE ELECTORS. AND WHY SHOULD IT NOT FAIL?

It is notorious that there are dissensions among the members who sit to the right of Mr. Speaker in the Legislature. In Charlotte county Hon. Mr. Clarke and Hon. Mr. Grimmer have never been in sympathy with one another since the latter became a member of the cabinet and the former was passed over when the first choice of a Speaker was made. In St. John the difference between Hon. Mr. Maxwell and Mr. Wilson are matters of common talk. In Queens the disagreements between the county's members are well known. In Kent Dr. Bourque has not forgotten that Dr. Landry, not he, was chosen for a portfolio even though he knows that a deputy, not Dr. Landry is the actual head of the Department of Agriculture. HERE IN YORK, MR. PINDER AND THE SOLICITOR GENERAL ARE ALMOST OPEN ANTAGONISTS.

But the dissensions in the cabinet are even more serious than the dissensions among the private members. Hon. Mr. Flemming, Hon. Mr. Grimmer, Hon. Mr. Maxwell, Hon. Mr. McLeod have clamored for the official head of Hon. Mr. Morrissey. The stubborn refusal of Mr. Morrissey to accept Mr. Swim as the government candidate in Northumberland, his open flouting of the premier and his colleagues, led to a revolt which almost promised to wreck the administration. But Mr. Hazen lacked the back-bone to discipline the insubordinate minister and Mr. Morrissey still holds office despite the calling against him which still goes on. Whether Mr. Morrissey is the ultimate winner or whether victory rests with the Grimmer-Flemming wing is a matter for the fates to decide, but it is impossible for any government to prove successful when handicapped by such lack of harmony among its members. Meanwhile BOTH FACTIONS CHAFE BENEATH 'THE SPINELESS LEADER' WHO IS MANIFESTLY UNABLE TO DEAL WITH THE SITUATION WITH A FIRM HAND.

With dissensions within the cabinet and among the private members supporting the government the proper administration of public affairs is impossible. That there is no proper administration of those affairs is too sadly evident. From all over the province come complaints that the roads are not efficiently maintained. Increased taxation has failed to bring better roads. The pre-election pledge that the control of the roads

would be taken out of politics has been grossly violated. Two years ago thousands on thousands of dollars of the provincial monies were squandered in the effort to elect Conservative candidates. Everywhere the government makes effort to keep expenditure of road money in the hands of its friends that other of its friends may benefit. THE PRESENT HIGHWAY ACT IS A PIECE OF POLITICAL MACHINERY AND NOTHING MORE OR LESS. THE ROADS SUFFER, THE PEOPLE SUFFER, BUT THE ABUSE OF PUBLIC TRUST GOES ON.

Thousands of dollars have been lost to the province by the government's flagrant violation of its pledge that public works would be carried on under the tender system.

At the last session of the Legislature case after case was revealed in the Public Accounts Committee in which the days' work system was followed at unwarrantable expense to the province. In one case in Hon. Mr. Morrissey's own county thousands of dollars were spent on one bridge under the days' work system and this without any inspector being placed on the work. In other cases it was shown that work was done without authorization by the Public Works Department. In some cases it was ordered by members supporting the administration. In others it was done even on the orders of a defeated candidate. And the bills were paid out of the public funds! Specially notorious bills paid by order of the government were those characterized by the Auditor-General as 'excessive' and 'exorbitant'. Think of it, bills which public officials declared in writing to be 'exorbitant' paid by order of the government out of the people's money! What business man, what farmer, what mechanic, would tolerate such methods in connection with his own private affairs? Yet the public affairs are the affairs of the business men, the farmers, the mechanics, the men of other activities, who make up the citizenship of the province.

Economy—how farcial the word as applied to the administration of provincial affairs today. What economy to pay an agricultural commission to travel through the eastern provinces and part of Upper Canada in the effort to find an agricultural policy for the medical Commissioner of Agriculture! What economy to pay a commission to investigate Central Railway affairs that Conservatives at Ottawa might be supplied with same alleged ground for an attack upon a federal minister! What economy to have the accounts in connection with this commission running into thousands of dollars with the account still 'open,' to take the statement of the Auditor-General at the recent session of the Legislature! What economy to increase the public expenditures a quarter of a million dollars in three years despite the existence of a larger revenue than any former administration ever enjoyed! What economy to cut a few cents off the prices of some school books and at the same time make the people of the province pay the deficit in the operation of the school book policy! Cheap school books are desirable but how much do the people profit when the direct cost of the books is lowered and at the same time the people are compelled to pay indirectly many expenses connected with the operation of the government's school book policy? What is the profit to the people when offices are created in connection with the School Book Department of party friends of the government and tidy salaries paid the office-holders out of the public funds which belong to the people?

THE RECORD OF THE HAZEN GOVERNMENT IS ONE OF BROKEN PLEDGES, PARTISANSHIP ON THE PART OF AN ADMINISTRATION WHICH WAS TO KNOW NO PARTY. INCREASED EXPENDITURE BY A CABINET WHICH WAS TO SAVE THE PEOPLE MONEY, INCREASED TAXATION FOR HIGHWAYS WITH POOR HIGHWAYS.

SPRING REPARTEE.

"You are daffodilatory about setting your flowers this year," remarked the humorist of the first part. "I always wait until the weather is settled," responded the humorist of the second part. "That is my invariable erocustom."

The empire gown is coming back with a rush.

THE GRAND TRUNK PACIFIC IS GOING RIGHT AHEAD

Mr. Smithers, Chairman of the Board, Gratified with Progress--Back From Western Tour--A Cheerful Report to Carry Back to the Shareholders in England.

(Montreal Witness)
Though the scarcity of labor may delay completion of the G. T. P. in the West, its future cannot be too highly estimated.

That is the opinion of Mr. Alfred W. Smithers, chairman of the Grand Trunk Railway board, who returned to Montreal last night from Prince Rupert, whither he had accompanied Mr. C. M. Hays and party on a tour of inspection.

Their journey took them over many thousands of miles starting with that section of the G.T.P. from Superior Junction to Winnipeg in spite of muskies Mr. Smithers believes there will be little delay and he praises Mr. J. D. McArthur the contractor.

The fine station which is being built at Winnipeg jointly by the C. N.R. and the G.T.P. will be finished next year, and close to it the G. T. P. have purchased a site for a large hotel.

Great gratification was expressed by Mr. Smithers over the development by the road from Winnipeg to Edmonton, on which they travelled, coming back at a rate of 45 miles an

hour, finding the road as smooth as any other. A daily passenger service is now running between Edmonton and Winnipeg, doing the journey in 30 hours.

The party went as far as Edson, 520 miles west of Edmonton, and found that the different branch lines were being pushed ahead rapidly. Probably by winter the Athabasca River will be crossed.

In order to reach Prince Rupert Mr. Smithers had to pass over the C.P.R. to Vancouver where he found the steamers 'Prince Rupert' and 'Prince George' making successful trips.

Although unable to prophesy the completion of the line in 1912, Mr. Smithers was greatly pleased with the progress and prospects and said he would have an encouraging report to make when he reached London.

Among Mr. Hays' party was Mr. George B. Hunter, the builder of the 'Mauretania' and of the firm of Swan Hunter & Wigham-Richardson, Limited, of Wallsend on Tyne, who had built the steamers on the Pacific for the G.T.P.

DETROIT UNITED RAILWAY TAKES AN UPWARD BOUND

New York, Sept. 26.—Wall Street—The amount of orders executed at the opening of the stock market was small and prices moved listlessly. The prominent market leaders were higher, Reading rising 1½, and Union Pacific and Denver and Rio Grande ½ American Car declined ½.

New York, Sept. 26.—Noon.—Money on call firm at 2 per cent.

	Open	Noon
Amalgamated,	61½	62½
Atchison,	98½	99½
Smekters,	65½	66½
Brooklyn,	76½	77½
Canadian Pacific,	190½	189½
Great Northern, pfd.,	125½	126½
Northern Pacific,	115½	116½
Pennsylvania,	129	129½
Reading,	143½	144½
Soo, Bid.,	132	132½
Southern Pacific,	114½	115½
Union Pacific,	166½	167½
U. S. Steel, com.,	67½	68½
Dominion Iron,	85½	
Nippissing,	10½	

MONTREAL MORNING SALES.
Detroit United, 55 @ 58, 50 @ 59.

100 @ 59½, 80 @ 60, 65 @ 59½, 25 @ 60½, 75 @ 60½, 100 @ 60½, 75 @ 59½, 25 @ 59½, 100 @ 60½.

Montreal Power, 475 @ 155, 100 @ 155½, 100 @ 155½, 100 @ 155½, 155 @ 155½, 866 @ 156, 35 @ 156½, 130 @ 156.

Crown Reserve, 500 @ 285.
R. & O., 60 @ 92½, 25 @ 93½, 70 @ 94, 100 @ 93½.

Quebec, 175 @ 44½.
Iron, com., 25 @ 65½, 35 @ 65½, 12 @ 65½.

Scotia, 125 @ 84.
Textile, 25 @ 63½.
Dominion Iron, 3 @ 102½.

C. P. R., 15 @ 190½.
Woods, 5 @ 123.
Ogilvy's, 4 @ 125.

Cement, pfd., 525 @ 85.
Cement, com., 100 @ 20, 75 @ 20½.
Black Lake, 15 @ 21½.

Rio, 20 @ 103, 25 @ 103½, 60 @ 102½.
Royal Bank, 60 @ 840.

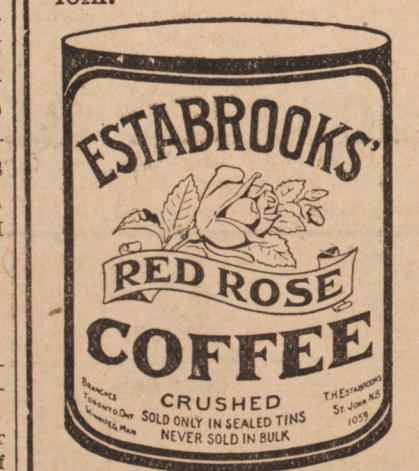
Toronto Railway, 52 @ 123, 25 @ 124½.
Porto Rico, 25 @ 52½.

Soo, 25 @ 133½, 75 @ 134, 50 @ 134½.
Asbestos, pfd., 25 @ 60.

RECEIVES 4,300 VOLTS-- KILLED INSTANTLY

Pittsburg, Sept. 23.—Stove Stuper, aged 19, employed at the Homestead Steel Works, was instantly killed early today while fooling with an arc lamp. His hand came in contact with a live fire and 4,300 volts of electricity passed through his body. His right shoe was torn off by the current.

Blending coffee is a fine operation requiring highly developed skill. The secret of that unusual richness and briskness in Estabrooks' Coffee is in the perfect blending of strength and flavor. It is a coffee for particular folk.



Sold only in 1 and ½ lb. tins.
Try it for breakfast to-morrow

BRITISH COLUMBIA CONTRIBUTIONS FOR CAMPBELLTON

Several Former Frederictonians Appear in the List of Subscribers.

Residents of British Columbia have contributed the following to the Campbellton fire fund:

J. Fred Hume,	\$25.00
Fred Irvine,	10.00
W. H. McBeath,	10.00
H. W. Falconer,	10.00
A. R. Poole,	5.00
Wm. Dean,	5.00
Dave McBeath,	10.00
Anonymous,	5.00
The Brackman Ker Milling Co., Ltd.,	10.00
Edward Audet,	5.00
J. A. McDonald,	10.00
Harry Johnston,	10.00
J. Barton,	5.00
S. P. I.,	5.00
L. Stewart,	5.00
P. Southam,	1.00
A. H. Kelly,	5.00
W. H. G.,	5.00
Fred A. Estey,	5.00
W. R. MacLean,	5.00
J. A. Gilke,	15.00
E. E. Phair,	5.00
W. Garland Foster,	5.00
James Travis,	2.50
W. B. Travis,	5.00
A. H. Green,	5.00
F. E. Levasseu,	2.50
J. H. Matheson,	2.50
A. Friend,	2.00
R. H. W., (C. B. & D. Co.),	1.00
C. Maltby,	5.00
A. D. Emory,	5.00
L. B. de Vitre,	5.00
Mrs. C. Bale, Montreal, (per Rev. T. P. Drum),	25.00

C. K. G. Billings should start W. J. Lewis, Turley and Breta Mc. against Uhlman and give the champion a race record below two minutes.

WOOL BLANKETS

Sept. 19th, 1910

SHAKER BLANKETS

John J. Weddall & Son

BE PREPARED FOR THE COLD WEATHER

BY PURCHASING YOUR
TACK DOWNS, DOWN QUILTS, SHAKER BLANKETS ALL WOOL BLANKETS

FROM OUR IMMENSE STOCK
ALL FRESH GOODS THIS SEASON

We handle the Boyd Caldwell All Wool Blanket. Every pair guaranteed All Wool. The best Wool Blanket in the trade.

The Ibox Quality is the No. 1 Shaker Blanket, and we handle no other quality but Ibox.

JOHN J. WEDDALL & SON

HAVE YOU SEEN THE NEW U. N. B. CUSHIONS AND PENNANTS?

NOW - - A - - DAYS

IT'S CHESTNUT'S.

OUR STOVE ROOM IS THE CENTRE OF ATTRACTION.

HEATING STOVES

We have a choice range of styles, sizes and prices in stoves of proved value as Heaters.

COOKING STOVES

SASK-ALTA, KOOTENAY, PANDORA, etc.

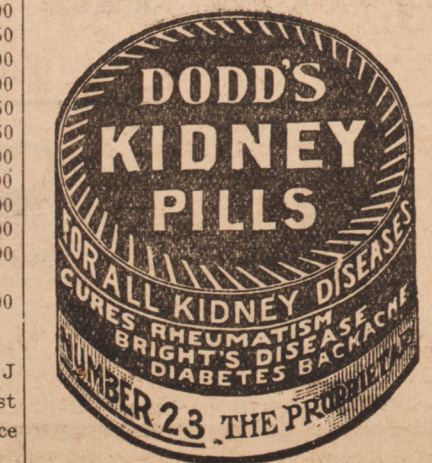
The Line contains the stove that will meet your needs and give continued satisfaction.

R. Chestnut & Sons.

MONTREAL STAR SUED FOR LIBEL

Street Railway Company Wants \$100,000 Damages for Alleged Unfair Statements.

Montreal, Sept. 23.—The Montreal Street Railway entered an action for libel against the Montreal Star yesterday in the supreme court, claiming \$100,000 damages suffered by it on account of statements made by the newspaper at various times. The Street Railway alleges that for some months the paper has conducted a systematic campaign against it by printing unfair headings, distorting facts and giving incorrect reports of accidents or legal proceedings in which the company was involved.



DR. BARK'S DYSPEPSIA CURE

SURE REMEDY FOR DYSPEPSIA
PRICE 75c.
Money Back If Not Satisfactory

George Y. Dibblee
Druggist Opp. City Hall.

All men cannot keep their hands in their pockets all the time--Any time you have the time to look, we have the time to show--in fact, let us give you some of our time we give to the glove question. WHEN?

OAK HALL GLOVES

Give you a grasp on affairs. Gloves for all affairs, street driving, wedding or working.

Dent's Fall Gloves, \$1.00 to \$2.00
Union Made Railroad Gloves, Gauntlet Style, \$1.00, \$1.25, \$1.50

OAK HALL C. H. THOMAS & CO.
F'ton's Greatest Clothing House.