

## The Daily Mail

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Fredericton, N. B., Nov. 11, 1910

### THEN AND NOW

In the days of the former provincial government a number of over-expenditures were recorded. The Mail does not propose to discuss those over-expenditures in detail now but it may be laid down as a general principle that there should not be any such outlays by a government handling provincial affairs. It is unfortunate, of course, that the revenue of New Brunswick is so small as to make the most economical management necessary if deficits are to be avoided. Even the addition of more than \$100,000 to the revenue through the securing of added subsidy from the Dominion by the former administration has not been sufficient to make possible a liberal hand in the spending of public monies.

Under the circumstances there was some justification for criticism of the former government because over-expenditures had occurred, though in fairness it must be said that the outlays were made in the effort to advance the interests of the province. When in opposition Premier Hazen and Hon. Mr. Flemming were both much given to denunciation of the old government because of over-expenditures. Not a cent more should be spent by any department, they said, than could be paid out of the funds available for the department at the time. In other words, over-expenditures were absolutely indefensible. They cried out also against the Audit Act. A new act that would protect the treasury from the ministers was essential, they declared. The Auditor General must be made independent of the government. It must be made an impossibility for ministers to order expenditure over the head of the Auditor General.

Their doctrine may have been good. But if the doctrine was good two years ago it is good today even though the government has changed. A rule which should apply to a Liberal government in New Brunswick should apply to a Conservative ministry. Yet what are the facts?

It is true that the Hazen government has placed a new Audit Act on the statute books. But has that Act made the Auditor General independent? Under the Hazen act a committee of the government may override any order of the Auditor General. The government may order any expenditure it pleases though the Auditor General has refused to authorize that expenditure. That official is shorn of all real power. He has no control over the finances of the province. He is little more than an accountant. This was clearly shown last year when the present official refused to pass an account which he regarded as exorbitant, and in writing declared to be "exorbitant." The bill was paid out of the provincial treasury by the government in the face of the Auditor General's decision and in spite of his declaration that the account was unreasonable! The people's money paid the bill.

There was more than this. In the fiscal year 1909 over \$100,000 was spent by the government in over-expenditures! This in spite of the much praised Audit Act; this in spite of the ministerial declarations that over-expenditures were absolutely indefensible in the days of the old government, and that to make them showed reckless disregard of the trust imposed in the members of the cabinet. More than \$100,000 was spent in over-expenditures, and this fact may be proved by a reference to the Auditor General's report for 1909, in which the first thirty-pages are given up to a list of orders passed by the government for the outlays which make up this huge sum of the people's money.

In the words of Hon. Mr. Robinson in the Legislature last winter: "The Provincial Secretary says that

there is only one door to the Auditor General. If so, it is a very wide one and there are many keys to it. The Chief Commissioner of Public Works has a key. The Surveyor General has a key. The King's Printer has a key. The Secretary of the Provincial Board of Health has a key—and so on all down through the list are people with keys to this wonderful door. Someone has a key which opens the door for an expenditure on permanent account, which was never discussed in the Legislature. Today it is easier to get money than it was formerly for under the old act it was necessary to have an order-in-council which was discussed by all the members of the executive before it was passed, while now all that is necessary is the decision of the three ministers who make up the Treasury Board. The door of the Auditor General is so wide that the government was able to drive through it an importation of racers, absolutely unauthorized by the Legislature.

"The Government has power to do entirely as it pleases with the provincial finances under this act. What mockery then, to declare, as does Hon. Mr. Flemming, that the present Audit Act is a protection for the finances of the people!"

In 1909, then, the government over-expended more than \$100,000. That in itself was surely had enough in a province where the revenue must be small under the best of circumstances. How much worse it is in view of the attempted deception of the ministers and their hypocritical declarations that the public finances are protected by the Audit Act, which is in reality nothing more than a measure giving some protection to ministers who are reckless in the dissipation of provincial resources!

The Hazen record for 1909 was a record of more than \$100,000 of over-expenditures and a deficit in current expenditure—as has already been pointed out in this paper—of practically \$170,000. Premier Hazen and his colleagues may try to fool the people with fine words but the hard facts cannot be explained away by mere burst of verbiage. It is no wonder, however, that the cabinet has defenders for one which is so reckless in the handling of provincial funds is certain to be in high favor with such papers as The Gleaner—\$8,100 in 1909 with no tenders called.

The Victoria Colonist, a Conservative paper edited by Mr. C. H. Lugin, formerly of Fredericton, recently published the following editorial reference to the fire-brand campaign waged by opponents of the Liberals in Drummond-Arthabaska:

"Some of our Conservative contemporaries are having a good deal of fun with Liberal contemporaries because of the alarm of the latter at the growth of Nationalism in Quebec. To us this does not seem to be a subject of merriment. If the Nationalist movement under the leadership of Mr. Bourassa becomes strong enough to drive the Liberals from power at Ottawa, what would the Conservatives propose to do about it? It is never wise to play with fire unless you are sure that you can put out when you want to."

Halifax Chronicle:—Sir Wilfrid Laurier answers the charge of the Tory jubilators that he "has been hoist by his own petard," by saying "The charge is untrue. Laurier has never used his influence with French-Canadians against English-Canadians or ever done anything but try to prevent racial prejudice in Canada." The premier has spoken the simple truth.

As the Montreal Herald puts it, the navy driven out of Arthabaska has sailed into Esquimaux where it was welcomed by that ardent National leader Hon. Dick McBride who was no doubt following Bishop Borden's advice and acting upon the dictates of his conscience—just to keep it in exercise.

Old Izaak Walton would chuckle with delight over that recent decision of the Maine Supreme Court, which hands down the opinion that a fisherman can have access to any body of water in that State where there are fish to be caught—no matter whose lands he tramps across in getting there. In other words, lakes or ponds cannot be made private property. It may be a queer decision, but Maine will have to abide by it.

## A STRENUOUS DAY FOR NEW YORK STRIKERS

### Was Characterized by More Rioting Than at Any Time During the Strike--Prospects of a Settlement Are Now Considered Bright--Express Companies Will Take Back Strikers and Consider Their Demands.

New York, Nov. 10.—The most unruly day of the drivers and helpers' strike against the five transcontinental express companies, ended with what seemed a trustworthy promise of peace. A committee representing the employees—not the union which has organized and conducted the strike—and the executive officers of the five companies, met in Mayor Gaynor's office late today and signed an agreement for presentation at a mass meeting tonight for ratification. With the agreement accepted by the men, the strike will end tomorrow.

The agreement, in the form of a letter to Henry R. Towne, president of the Merchants' Association of New York, follows:

"We are willing to take back our employees who are on strike, whether or not they have joined a union, reserving the right, however, to decline to take back any of them, whether they are members of a union or not, who may have committed or incited acts of violence and hostility against us. Those of our companies whose employees have raised a question concerning their hours of employment or rate of wages will agree, after the men resume work, at once to take up these questions with their employees, or with committees at them, for the purpose of reaching a settlement which shall be just and satisfactory to both parties, with the understanding that the former hours and rates of wages shall continue in effect until Dec. 1 next, and that on that date any changes mutually agreed upon shall then become effective."

To this offer the representatives of the strikers assented as follows:

"The undersigned, a committee representing the employees of the express companies which join the annexed letter to Mr. Towne, have received the terms of the said letter in settlement of the strike and advise the said employees to resume work thereon at once and end the strike. We proposed these same terms through the mayor last Friday, at his request, and adhere to them now, at his request."

### MORE RIOTING.

Before the agreement was signed, the day had been turbulent, confused and full of statements and counter statements. There was more rioting than at any time during the strike. John Williams, the state commissioner of labor, threatened an official investigation if matters did not end, to which H. S. Julier, general manager of the American Express Company, replied that, so far as his company went, he would welcome all the publicity possible.

Counsel for the Adams, the United States, and the Wells-Fargo companies obtained an order from Judge Coxe in the United States Circuit Court, directing the city to show cause tomorrow why it should not be restrained from enforcing the ordinance which requires carriers of interstate express matter to take out city licenses. It is probably that the companies will press this point tomorrow, regardless of the outcome tonight, in order to settle the matter for once and all, with an eye to future possible strikes.

Two hundred applications for licenses were filed this afternoon. In each case the applicant was required to state whether he was regularly employed or was a strike-breaker, whether he had ever been convicted of a criminal offence, and whether he carried arms.

### MAYOR GAYNOR THE INTERMEDIARY

It was directly due to Mayor Gaynor that the agreement was drawn up and signed. Last night the companies issued and today printed in the advertising columns of the newspapers, a long statement defining their position. "When I came to the office," said Mayor Gaynor, tonight, "and was shown the published statement of the express companies, I saw that, if boiled down, it meant the same as the terms the men agreed to last week, on my request. I sent for Mr. Towne, and asked him to reduce it to such a short form and see if the express companies would not sign it. He did so, and they all signed."

"I then got together the committee of the striking employees of the companies, and they signed a paper agreeing to the terms Mr. Towne is entitled to great credit for settling the strike. I wish we had a lot more of such men as Mr. Towne and there would be no strikes."

### MISSILES FLEW THICK AND FAST.

The worst of the trouble today came not from the express employees, but from the striking taxi-cab chauffeurs, who went out with them in sympathy. They mobbed taxi-cabs driven by non-union men, and squabbled with the police until it was necessary to threaten them with drawn revolvers, and beat them with swinging night sticks. Bottles, stones, bricks and loose ends of iron flew thick and there were many broken heads, but only five arrests.

Joseph Murphy, business agent of the International Brotherhood of Teamsters, which has had the charge of the strike, was struck with an iron bar which knocked him unconscious, while he was trying to rescue a frightened non-union driver from a mob of 1,000. The man mistook his efforts for an assault and beat him over the head. Murphy refused to press a complaint against him.

"I'm game," he told the court.

Twelve hundred chauffeurs employed by the lesser companies won their demands and went back to work today. The two major companies, however, one of which is the New York Transportation Company, which operates the Fifth Avenue line of motor busses, held firm, and what effect the agreement reached with the express companies tonight will have on their attitude remains to be seen. Although these men first struck in sympathy, they have since demanded recognition of their own union, which the companies have thus far refused.

The chauffeurs successful in pressing their demands were soon flying about town with big signs "union taxi" on the bodies of their cabs. It is probable that the department store drivers, the coal drivers and the grocery delivery drivers, who have all been more or less affected, will also return to work tomorrow in a body.

### BACHELORS BALL,

(Continued from page eight)

Miss Mullin  
Miss Miller  
Miss Helen Mersereau  
Miss McKee  
Miss McMurray  
Miss Miles, Maugville  
Miss McNally  
Miss McManus  
Miss M. Lennihan  
Miss Otty  
Miss Palmer  
Miss Phair  
Miss Purdy  
Miss Helen Perley  
Miss Parker  
Miss May Ryan  
The Misses Stopford  
The Misses Scott  
Miss Smith  
Miss Steeves  
The Misses Sherman  
Miss Ada Snow  
Miss Staples  
Miss Helen Vanwart  
Miss Sadie Waycott  
Miss Violet Wilson  
Miss Jean Wilson  
Miss Winter  
Miss McConnell, Marysville  
Miss Likely, Marysville  
Miss M. Robinson, Marysville  
Misses Macaulay, St. John  
Miss Marion Macaulay, St. John  
Miss Maxwell, St. Stephen  
Miss Alexander, Marysville  
Miss Grace Fleming, St. John  
Miss Hayward, St. John  
Miss Boone, Marysville  
Miss Helen Brown, Chatham  
Miss Boyer, Woodstock  
Mrs. Geo. Hamm, St. John.  
Mr. Maurice Call, St. John  
Mr. and Mrs. J. E. Cowan, St. John.  
Mr. and Mrs. Hall, McGivney's.  
Mr. F. W. Hoyt, St. John  
Mr. George Keye, St. John  
Mr. D. D. McArthur, St. John  
Mr. F. H. McLean, McGivney's  
Mr. Jack Pugsley, St. John  
Mr. Roy Crawford, St. John  
Dr. Inches  
Mr. C. W. Hall  
Mr. W. M. Martin, St. John  
Mr. and Mrs. Hugh Reed, St. John  
Mr. A. G. Watson, St. John  
Mr. George Miller, St. John  
Mr. Norman Rogers, St. John



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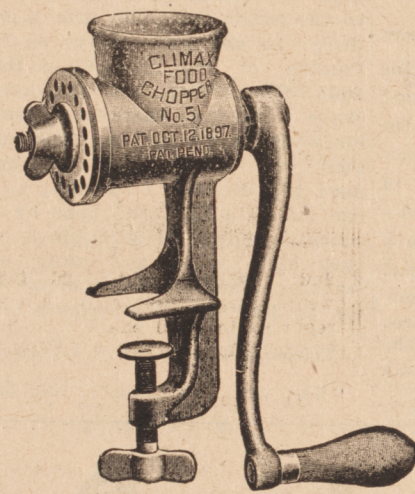
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### ST. JOHN VALLEY

(Continued from page eight)

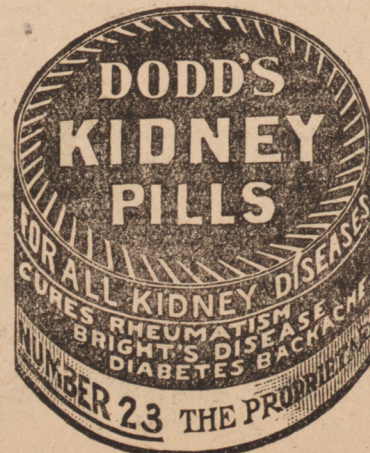
ened by a railway in the West, the fact would have been made known everywhere. Down here you don't seem to do things that way," he remarked.

Mr. Wood visited the University of New Brunswick this afternoon and discussed educational matters with Chancellor Jones. It was the intention to give Mr. Wood a drive about the city and nearby places in order that he might see the manufacturing plants. The rain interfered with the drive however.

A biography of Mr. Alexander MacMillan, prince of publishers, has just been issued. He was born in Irvine, Ayrshire.

Out of the total number of ships that annually pass through the Suez Canal nearly 80 per cent fly the British flag.

Spain unlike the United Kingdom clings to the idea of unpaid members of Parliament.



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