

## The Daily Mail

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### THE INSINCERITY OF THE HAZEN GOVERNMENT

During the discussion on the Valley Railroad Bill in the late session of the legislature Mr. Hazen and supporters sought most diligently to make it appear that Sir Wilfrid Laurier at the instigation of Dr. Pugsley, so far from being anxious to assist in the construction of the road was in reality putting obstacles in its way. They said that by insisting upon a road up to the standard of the Transcontinental with grades of 4-10th of one per cent, the Federal government was designedly insisting upon a standard which it knew to be impossible of attainment. They asserted that as the Federal government would only undertake to operate the road as part of the I. C. R. on those terms, it was idle to make provisions for any other terms in the bill. They refused point blank the request of the opposition that a clause should be inserted to meet the case of its being subsequently ascertained that the physical condition of the proposed location would not permit of a 4-10 grade being adopted throughout; in fact in their ardent desire to injure and discredit the Minister of Public Works, they deliberately went out of their way to create obstacles out of circumstances which in themselves could not be described as such. Their insincerity in the matter was glaringly apparent they wilfully misinterpreted Dr. Pugsley's conditions, and while claiming that these conditions as they interpreted them were too stringent yet they at the same time stubbornly determined to adhere to them, refusing to leave any way open for construction to proceed in case it should be found that their interpretation of Dr. Pugsley's terms was too literal.

The falseness of the Hazen government's position has now been exposed by Dr. Pugsley and the line of argument adopted by the opposition in the legislature as to the real meaning of the Federal government's terms has been shown to be correct. There they expressly stated that the conditions laid down by the Federal government were only intended as general standard and were not intended to be absolutely arbitrary, for the simple reason that in certain parts of the locality through which the line would run, such a standard was utterly impossible of attainment. Although what Dr. Pugsley has to say on this subject appears in full elsewhere, it will not be amiss to repeat some portion of his remarks here. He says:

"I could not help wondering at the provincial government asking legislation to tie its hands so that, even if the result of a survey showed that a grade of four-tenths of one per cent was not reasonably practicable it would be powerless to stipulate for a heavier grade at points where the physical features of the country should render this necessary. However, as the federal government, in proposing the conditions as to the standard of the line, only had in mind that it should be built up to the standard of the National Transcontinental railway and as Sir Wilfrid Laurier informed the representatives of the St. John Valley Railway Company who recently visited Ottawa, that what the government desired, and all that would be insisted upon, would be a line up to the standard of the N.T.R. in New Brunswick which, while built generally with the grade of 0.4 per cent., has in some places a grade that reaches one per cent., it having been found necessary to depart from the general standard, it must be clear that the way has been opened up for the construction of a first-class road and its operation as part of the I.C.R. system."

The whole situation therefore becomes perfectly clear. The Federal government had no intention whatever of insisting upon a hard and fast grade of 4-10 of one per cent, but simply that the road should be built up to the standard of the Transcontinental which means a grade of that character wherever practicable. The Hazen government chose not to adopt the view and chose moreover to make it impracticable for such view to be adopted. The result will be that next year legislation will have to be obtained to remedy the

stupidity of last session. In their anxiety to push the electric scheme through, they were prepared to go to any length or perpetrate any absurdities if only they might make operation of the road when built, by the I.C.R. impossible, and thereby lay the blame on Dr. Pugsley's shoulders.

### THE CANADIAN NAVY

Whatever difference of opinion there was as to the form which Canada's participation in naval defence should take there should be none, now that Parliament has authorized a definite policy, and the Dominion has embarked upon a programme for organizing a navy of her own. Canadians have never yet failed in a great undertaking, and they are not going to fail in this one. It is to be hoped, then, that the sneering and ridiculing of the Canadian Navy will cease. The day will come when Canadians will be proud of the sea force of which the nucleus is now being formed. On this point, the Winnipeg Saturday Post prints some timely words:

"Laughing at the Canadian Navy and sneering at the Bill that went through the House of Commons the other day to provide for its creation may or may not be good party politics—but there can be no doubt that such tactics can do nothing to stimulate the spirit of patriotism in this country. A man may honestly think the Canadian people would be better advised if they contributed ships to the British Navy—but that certainly would not justify his sneering at and ridiculing a navy that is to be our own, a navy that should command our respect, with the enthusiasm that is necessary in this country, if Canada is ever to be a nation. Sneers are cheap—and they are worth just about as much as they cost. A man does not necessarily prove that his ideas are superior to the ideas of others when he ridicules those other ideas—he merely proves that he is displeased. Sometimes this is important. In most cases it is quite unimportant. In all cases where the sneer is repeated unduly it becomes a bore and is likely to give the face that wears it an expression more ill-bred than superior. Habitual dwelling in evil odors will produce the same facial expression that affected superiority is wont to stamp on the human face. It is unwise, therefore, to wear this look overmuch, lest it be attributed to the less pleasant cause. If Conservative newspapers cannot conscientiously boost the Canadian Navy, they can at least stop knocking it. Their protest has been registered with sufficient frequency to insure that it will not be forgotten. The only effect of continuing this protest will be to cause bitterness, or at least an intense feeling of being bored."

### PAYING THE TAXES

Halifax Chronicle—Now that the Lloyd-George Budget has become law, British tax-payers are being called upon to pay what was in arrears during the quarrel between the two Houses. The government managed to carry on business in the interim after a fashion, but the new taxes became operative only recently, but in many instances are retroactive. Among the charges which will be painful novelties are those on motors of all kinds. These range from £1 (\$5) on motor cycles to £42 (\$210) on automobiles exceeding 60 horsepower. The proceeds go to road improvement and are estimated to yield \$1,300,000 the first year. The largest one sum in arrears is that for the income tax, about \$112,000,000, which by this time must be in process of collection, as the "demand for notes" for payment went out the moment the Royal assent was officially notified to the Treasury.

The Montreal Star thinks that if Mr. Arthur J. Balfour visits Canada this summer it will not necessarily be because he wishes to see the country that produced Joe Martin.

### CALLS AUTOS "DEVIL WAGONS"

(N. Y. World)

For the man who uses, Shank's mare the cost of travel has been increased by the man who rides in his automobile. Such is the conclusion of the Massachusetts Commission on the Cost of Living. It is a good deal like saying that the price of cake fixes the price of bread, but it is true, as common experience proves.

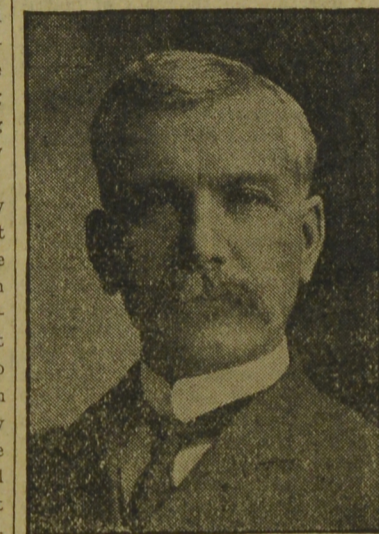
So much leather is used nowadays

### I. C. R. WILL HAVE \$500,000 SURPLUS

Under New Management the People's Road Shows Better Results—I. C. R. will Inspect Branch Roads.

Ottawa, May 12—The accounts of the Intercolonial for the last fiscal year which are now being balanced up by the Railway Department, show that under the new system of management with the economies effected and a general betterment of traffic conditions, a substantial surplus probably in the neighborhood of \$500,000 has been realized on the year's operation.

Compared with a deficit of nearly \$750,000 for the preceding year, this result speaks volumes for the business-like administration of the road under Hon. George P. Graham.



HON. GEO. P. GRAHAM  
Minister of Railways

The I.C.R. board of management will make a trip of inspection over the board towards the end of the month and will at the same time look into the question of the requirement of branch lines, as provided for under the provisions of the act passed last session.

### CAMPAIGN COMMITTEE COMPLETING ARRANGEMENTS

The arrangements for the Evangelistic Campaign are now practically complete, and the various committees are busy finishing the details of the work. The organization is thorough and under the direction of the Executive Committee, which is composed of the pastors of the co-operating churches and brethren not in active service and the chairman of each of the committees. It is as follows: Ministers, Rev. J. H. Macdonald (chairman of Executive); Rev. J. W. McConnell, Rev. A. A. Rideout, Rev. C. P. Wilson, Rev. J. C. Berrie, Rev. W. W. Brewer, Rev. H. W. Cann, Rev. T. Stebbings, Rev. Dr. Kierstead, Rev. J. J. Colter, and Rev. Dr. W. H. Smith (Secretary), and Messrs. R. B. Wallace, (Rink Committee), J. W. Spurden, (Music), A. S. McFarlane, (Ushers), C. A. Sampson, (Publicity), W. J. Osborne, (Finance), J. M. Lemont, (Personal Workers), J. J. Weddall, (Entertainment.)

Much interest has been manifested in the preparations and little bands have been meeting for some time in different parts of the city in united prayer. Union services have also been held in the churches. Tonight at 8 o'clock the meeting will be in Brunswick St. Baptist Church. Two meetings will be held on Sunday, one at 3.45 p. m., the other at 8.30 p. m., both in the rink. Dr. Torrey and his workers will reach the city on Saturday morning and will make their headquarters at Windsor Hall.

in the manufacture of automobiles that hides are higher, leather is higher and so on down step by step until the price of boots and shoes is raised. It is the same story with rubber. The demand for the crude material in the automobile trade has hoisted prices all along the line from overshoes to pneumatic tires, and most of all in London for the shares of new Scotch rubber-plantation companies. The more people ride the more the man who walks pays for going afoot.

The automobile has developed into an expensive luxury for the people who do not use it. It has added to the cost of maintaining the roads in good repair and of going well shod in dry and wet weather. It has created new styles of clothes and new resorts for dear food and drink. At the present rate of consumption lobsters and champagne are likely to go higher. The only thing that has been cheapened is human life. The cost of high-living, as James J. Hill said has made the cost of living higher. The automobile was well named "the devil wagon."

Mr. S. B. Whitehead of Grand Falls, is on a visit to his parents, Mr. and Mrs. W. T. Whitehead. Professor Hunton went to Halifax on Tuesday to attend a meeting of the Methodist Book Room Committee.—Sackville Tribune.

## OILCLOTHS JOHN J. WEDDALL & SON CURTAINS

### Are showing an Immense Display of Sanitary Oilcloths and Linoleums

Each year this kind of floor covering is becoming more and more popular for various reasons viz:- No dust or dirt can sift through, they are readily wiped up, and when once down are there to stay till worn out. For BEDROOMS, SITTING ROOMS, DINING ROOMS, HALLS, etc. they cannot be excelled. Handsome Floral Designs, Tile and Wood Patterns, Inlaid and Plain Linoleums are to be found here.

CURTAINS of every description are being shown, also CURTAIN MATERIAL in Endless Variety.

36 inch CURTAIN MUSLINS in Spots and Figures only 16c. per yard.

26 inch White CURTAIN MUSLINS, frilled, in Spots and Figures only 15c. per yard.

OUR MADRAS MUSLINS are very handsome and make a very effective Window Drape, and are largely used for portiers.

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Curtains from 45c per pair.

Brass Extension Rods only 5c.

Curtain Poles and Fixtures, Carpet Paper, Stair Pads, Cocoa Mats, Portiers, Couch Covers, Carpet Whips, etc., etc.

P. S. See Our Window Display of CURTAINS and OILCLOTHS.

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42 IN.	3
43 IN.	4
44 IN.	5
45 IN.	6
46 IN.	7
47 IN.	8
48 IN.	9
49 IN.	10
50 IN.	11
51 IN.	12
52 IN.	13
53 IN.	14
54 IN.	15
55 IN.	16

Regular Style  
Stays 12 in. or 6 in. apart

55 INCH.	
47 IN.	1
48 IN.	2
49 IN.	3
50 IN.	4
51 IN.	5
52 IN.	6
53 IN.	7
54 IN.	8
55 IN.	9
56 IN.	10
57 IN.	11
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59 IN.	13
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