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THE TORONTO NEWS AND DR. PUGSLEY

Some days ago this journal characterized certain references in the editorial columns of the Toronto News as "coarse and unwarranted." The News now attempts to justify the language it then used by citing that political abortion, the so-called Central Railway report. That specious document is evidence of nothing excepting the malevolence of its authors. Its sole purpose was to make political capital for the Tory Party here and elsewhere in the federal elections of 1908. No more false, scandalous and malicious document ever disgraced the annals of the province or Dominion and only as such will it be remembered.

The News makes the startling statement that Dr. Pugsley handled slightly over \$900,000 of the money that went into the construction of the New Brunswick Coal and Railway Company's line and was paid to that Company and the commissioners who operated it. It is amazing that one possessed of this most important information should have concealed it so long. Moreover it was unkind of the News, knowing as it must have done, that the Hazen government was searching high and low and in every out of the way nook and craving to find the slightest trace of anything that could possibly be made to pass as evidence that Dr. Pugsley had handled this precious money, to have concealed its knowledge of the fact that he handled "slightly over \$900,000" of it.

Every cent which it could be shown ever went into the hands of Dr. Pugsley was \$5000, which was stated by him on oath to be the repayment of a loan of that amount made by a company of which he was president to the railway to tide it over a pressing difficulty, and the unholy joy which the prosecutors showed when this item appeared in the books in pencil instead of the more formal method of ink was entirely indicative of the object of the investigation, namely not so much to trace the Central funds, as to try to discredit Dr. Pugsley.

The News says Dr. Pugsley does not meet the accusation's made against him like a man, for he cannot. Another Tory characteristic "half truth."

There has been no accusation made against the minister that he could meet; the Hazen government took good care of this. When the report of the commission was laid on the table, if there was any real ground for its findings, that Dr. Pugsley was in any way culpably responsible for the alleged deficiency of \$134,000, it was the duty of the government to at once have called upon him to explain what had become of the money. But that is not the Hazen government's tack at all. They don't want any further enquiry into the matter; to court any such enquiry would give Dr. Pugsley the opportunity which was otherwise denied him of showing that he was in no sense responsible for the money alleged to be missing. As a matter of fact Dr. Pugsley has been able to show just exactly how all the money voted for the railway was disposed of; but as the statements he has made on the subject were made unofficially, they have not been accorded the prominence of a Royal Commission's Report, and the Hazen government will take good care that as far as it is concerned Dr. Pugsley shall not be allowed any opportunity of making these statements in any place where they can receive official recognition.

Then again, there is the silly and baseless statement of The News that Dr. Pugsley, during his term of office as a Provincial Minister, had in his pocket "thousands of dollars" that he was not entitled to. At that time

the Province was indebted to him for work done in a professional capacity, outside the scope of his duties as Attorney General. He rendered an account for the work to the Hazen government, which they refused to recognize. Dr. Pugsley then offered to lay the whole matter before any lawyer of repute in the province who could be agreed upon as a man free from political bias, for him to say what amount was fairly due to Dr. Pugsley on his claim, and at the same time he posted \$500 towards the expenses of the reference. But again Mr. Hazen turned the matter down, unless one of his own hide-bound partisan lawyers could be named as referee, such a wonderfully fair and open-minded man is Mr. Hazen.

The latter and his colleagues must have had a precious poor opinion of the merits of their own standpoint when they were afraid to leave them to the consideration of any unbiased lawyer to report on.

In the meanwhile, Dr. Pugsley lies out of the money which is due him from the province. The money that he had drawn on account against this amount, he returned; and, knowing as it well does, that he has no means of redress, the honest and economical Hazen government withholds from him money that is justly due simply because he is an active political opponent.

Is the treatment which Dr. Pugsley has received at the hands of the Hazen government generally, in accordance with The News' ideas of common honesty, to say nothing of fair play and fair dealing?

MR. PURVIS CARTER'S DISCOVERY

Our esteemed contemporary, The St. John Telegraph, appears to have allowed itself to be "filled up" with a story anent the discovery of priceless art treasures in the assembly chamber of this province. Mr. J. Purvis Carter, described as "a noted English expert in art," has pronounced the portrait of King George III and Charlotte which hang upon the walls of that chamber, as the work of Sir Joshua Reynolds, the celebrated English painter. Even assuming the statement to be correct, it can hardly be classed as a valuable discovery, for in the hand book of Fredericton, first issued by the Tourist Association some years ago, it is stated there that these pictures are the work of that artist. But the matter appears to be open to very considerable doubt notwithstanding all the expert knowledge brought to bear on the matter by Mr. Carter.

From "The Lives of the Judges of New Brunswick," page 296, et seq., we quote the following:

Much speculation has at various times been indulged, as to what artist painted the portraits of King George III and Queen Charlotte in the Legislative Assembly at Fredericton. The supposition that they are from the brush of Sir Joshua Reynolds must be dismissed as wholly inadmissible. There is no evidence to warrant it, and the circumstances point in another direction. The strong probability is that they were painted by Allan Ramsay, who for years was a great favorite at Court, and principal painter to the King.

It is, stated that His Majesty invariably presented portraits of himself and the Queen to all his ambassadors and governors of colonies, and that in consequence, Ramsay had a busy time in manufacturing these royal effigies. Ramsay met with a painful and unfortunate accident in the dislocation of his right arm, which seriously interfered with his professional work. Seeking health, he in consequence, made a third visit to Rome, leaving to his pupil, Philip Reinagle, an order to complete during his absence "fifty pairs of Kings and Queens at ten guineas each," which was afterwards increased to thirty guineas. It took six years to complete this order, and Reinagle's imitation of Ramsay's style was such that the work of the pupil could not be distinguished from that of the master. It is quite evident the portraits at Fredericton are from Ramsay's brush, or from that of Reinagle, with subordinate parts filled in by assistants. The writer has seen the portraits of the King at Oxford, England; in the National Gallery, London; at Halifax, N. S.; and at Fredericton, and the great similarity in treatment is almost conclusive evidence they are by the same artist.

And so Mr. Pinder intends to hang the Hazen government if the \$10,000 per mile bond guarantee for his railway is not forthcoming! Perhaps the government would prefer electrocution.

PERSONAL

Miss Vesta Kennie, who has been attending the provincial normal school returned to her home at Waterside, Albert Co., this morning.

MANY ORDERS PLACED FOR GIANT NEW LINERS

All the Companies are Aiming for Higher Tonnage, Enormous Horse Power and Increased Speed--The Shipping Industry Enjoying a Boom in Britain.

London, June 21—Business in the shipping industry is booming just now, and as a result of the general improvement many additions are about to be made to the fleets of the principal Atlantic companies.

Following the lead of the White Star and Cunard lines, all the companies are aiming for higher tonnage, enormous horse-power and increased speed, and the probability is that the giant liner, with its almost entire absence of vibration and its rapid turn of speed, will almost exclusively course the Atlantic in the near future.

Satisfactory reports from Belfast indicate that rapid progress is being made with the two large White Star liners, Olympic and Titanic. The launching date of the former, as already stated, has been fixed for October 20. These two vessels, representing 120,000 tons displacement, will, of course, surpass anything afloat as regards size. Palm courts, a ball room and skating rink and a swimming pool are only a few of the many innovations and devices with which these vessels are being fitted.

COMPLETE SAFETY DEVICES

So far as safety devices are concerned both the Olympic and Titanic will be complete in every respect. In addition to a wireless installation and submarine signalling apparatus each boat will be divided into upward of thirty steel compartments, separated by heavy bulkheads, and by means of a lever on the bridge it will be possible for a single hand to close them all in case of danger. In dirty weather, instead of the usual canvass screens, glass screens will be used and passengers will be able to walk on deck under bad weather conditions without discomfort.

A GIANT LINER

Another large vessel will be that for which an order has been placed by the Hamburg-American Line with Messrs Harland & Wolff, the same company which has the White Star

vessels in hand. While designed to exceed the present express Cunarders in size, it is not intended to compete with them as regards speed. The cost of this vessel will be about \$6,250,000, and as she is to belong to a regular service maintained by four vessels of similar type further orders will shortly be placed.

These vessels will be 850 feet in length, eighty-eight feet longer than the giant Cunarders, with 48,000 indicated horse power, and will develop a speed of twenty-one knots. Upward of forty-eight hundred passengers will be able to find accommodation, in addition to the crew, which will number seven hundred and fifty hands.

NEW CUNARD STEAMER

The Cunard Company, which has a large vessel nearing completion, the Franconia, to be used on the Boston-Liverpool service, has ordered two vessels for its Boston-Mediterranean trade. Rumor also credits this line with the intention of ordering a steamship of 50,000 tons, to work in conjunction with the Mauretania and Lusitania. This vessel, it is stated, will use a combination of reciprocating engines and turbines with oil fuel.

BIG ALLAN BOAT

The Allan Line is also in the market for a 20,000 ton boat, and tenders have been invited with a view to placing an order.

The new tonnage boom is not only affecting North Atlantic companies but also those plying to South America. Within the last few weeks contracts have been signed by the Pacific Steam Navigation Company, recently purchased by the Royal Mail Steam Packet Company, for two large express steamers for its new Liverpool-Buenos Ayres service, in connection with the railway through the Andes from the latter port to Valparaiso. The Royal Mail Steam Packet Company also contemplates placing orders for new tonnage in connection with South American developments.

J. PURVIS CARTER MAKES MARVELLOUS DISCOVERY

Announces that Pictures Hanging in Legislative Chambers are by Sir Joshua Reynolds.

(Telegraph)

J. Purvis Carter, the noted English expert in art, who is spending some time in St. John, yesterday conducted an investigation at Fredericton which has produced valuable information for the province. He identified four paintings hung in the council chamber of the Government building as Royal State portraits by the most famous of English painters. "These famous works are priceless," said Mr. Carter last evening on his return to the city by the Boston train.

"Two of the portraits," Mr. Carter added, "that of King George III, and that of Queen Charlotte, are by Sir Joshua Reynolds. Another is that of the Earl of Glenelg, a Scotch nobleman. This is by Graham, one of the most noted artists Scotland has produced. The fourth is a portrait of the Earl of Sheffield, by John Hoppner, R. A."

"All are whole length portraits in magnificent original carved gilt frames. They were rescued from the fire which destroyed the old government building in 1880. They are only very slightly damaged."

There are no government records in existence to establish the identity of these pictures, and Mr. Carter's examination has been productive of information which is news to everybody. The pictures were painted many years ago, and their identity seems to have been completely forgotten.

Mr. Carter also found a painting in St. Dunstan's church which he pronounces very valuable.

PERSONAL

Miss Hazel Coburn left this morning by the steamer Victoria for Chipman where she will visit friends Mr. J. D. Phinney, K.C., left on the St. John this morning.

Mr. G. P. Black who had been in the city several days in the interests of the Maritime Farmer left for Woodstock this morning.

Mr. F. B. Edgecombe, who went to Montreal on Saturday to see the Borden party off to Europe returned home today.

ROOSEVELT TELLS THE "BIG STICK" STORY

At Banquet Tendered Him by the London Institute of Journalists--Speaks Also of Good Time He Had.

(Standard of Empire.)

It was a happy idea on the part of the London district of the Institute of Journalists to give Mr. Roosevelt a press supper, and the ex-President was in his happiest vein when he acknowledged the compliment. The humour in him is very racy. He said, for instance, that he had had an excellent time in England, but, judging by some of the comments which had been made, there were people who had not shared his enjoyment. One newspaper, he said, feared he might, even at Oxford, be unable to "resist the temptation of speaking with the frankness of an open nature," and of once more addressing the British public with the same sincerity which had sometimes singularly failed to endear him to his own people. The supper was held at Stationers' Hall, and on the table was the "biggest stick in the world"—the composing stick of Benjamin Franklin. The circumstance gave Mr. Roosevelt the opportunity of telling the true story of his own "big stick." He said that as a supposed family motto the "big stick" always interested him as illustrating what a Yale professor once called the infinite capacity of human brain to withstand the instruction of knowledge. What he really said was that nations should be specially careful to speak courteously of other nations; that to irritate them did no good and put their own nation in a ridiculous position; the proper course to follow was that outlined in the old proverb: "Speak softly and carry a big stick." But the newspapers of his native land the next morning were a unit in coming out with the headlines: "The President says 'carry a big stick,'" and followed it up next day with indignant editorials on his brutal character.

PERSONAL

Mr. Robert B. Anderson, of St. John spent Sunday in the city.

Mr. George H. Laidlaw of Halifax is registered at the Queen.

Mr. C. W. Burpee, of Brownville, Me., divisional superintendent of the C. P. R., and Mr. W. B. Brown, of St. John, are in the city on an inspection tour.

SILKS

June 22, 1910

SILKS

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