

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street.
HERALD PRINTING AND PUBLISHING CO., Proprietors.

Fredericton, N. B., April 21, 1910.

LOCAL OPTION

There were two local option elections in St. John, three in Campbellton and one in Dalhousie on Tuesday last. They were all held under the provisions of the New Brunswick Liquor License act. In Campbellton and Dalhousie the advocates of "no license" carried the day, but in St. John they were defeated, although one of the wards in which it was desired to prevent the sale of liquor is a purely rural ward and now supports but one license which is located at the extreme corner of the ward and far from the only centre of population which the ward contains—the village of Millidgeville on the Kennebecasis river. The other ward which the temperance people sought to make "dry" is located at the southern end of the old city of St. John and according to population, is entitled to four licenses. Dukes ward which adjoins Sydney, and is a purely residential ward, was made "dry" last year.

Those who favor "no license" were hopeful of carrying both wards in which petitions were circulated although there were doubts regarding Sydney, which has a large population of working men who are moderate drinkers, many of them Roman Catholics. After the publication of Bishop Casey's pastoral letter on temperance at the beginning of Lent, the temperance element was extremely hopeful of obtaining a majority against license. The result would go to show that the voters in the ward did not follow the advice or suggestions of the clergy but took the matter in their own hands. A larger vote than usual was polled, and greater interest was manifested in this election than in that for aldermen, which was held on the same day.

To those who have followed the course of events in St. John, the result of Tuesday's voting will not come as a surprise. Within the last thirty years there have been two attempts to carry the Scott Act in St. John, neither of which proved successful. Before the union of St. John and Portland, the Scott Act was carried in the city of Portland and also in the four parishes of the county of St. John, but it was so badly enforced that the people repealed the act at the first opportunity, returning to a license law.

While St. John has decided to remain under a license law, it is doubtful if temperance sentiment has made as great progress in any other part of the province than it has there. The number of saloons has been more than cut in half and infractions of the law are becoming less common every year. It is quite safe to say that nowhere in Canada is a liquor license law better observed than it is in St. John. This was not always so, but for the last decade it has been extremely difficult for anyone to purchase a drink on Sunday. It is not claimed that Sunday selling has been absolutely stopped, but it is asserted, and on good authority, that open bars on Sunday such as were common in St. John twenty years ago are now a thing of the past. Neither has there been the same amount of liquor selling after hours—that is, after 10 p. m.—as prevailed a few years ago, a change which is due entirely to an improved condition of public opinion which will not stand for the conditions as they were. So far as Sunday selling and late hours are concerned, St. John is generally speaking, ahead of many Scott Act towns in the province where the open sale of liquor is tolerated far into the night and on Sunday without interference from the authorities. The people of St. John have shown by their votes that they desire the regulation of the liquor traffic and those who are engaged in the business recognize the necessity of living up to public opinion, and with few exceptions are doing so.

THE VALLEY RAILWAY

Mr. Borden has come to the rescue of Mr. Hazen in the Valley Railway controversy. Because Sir Wilfrid Laurier said that he had promised Mr. Borden that no new legislation would be introduced this session, he

would not bring in a bill regarding his latest promise of assistance to the Valley Railway. Mr. Borden says that there was no arrangement that would interfere with such legislation being introduced. The important change made by Sir Wilfrid in his last conference with the representatives of the Valley Railway Co. was that the government of Canada would take over and operate a railway constructed on the same grades as the National Transcontinental in New Brunswick, paying the province 40 per cent. of the gross revenue towards the interest on their guarantee. Mr. Borden does not say that he would give his assent to such legislation. He gives no promise that it would pass unopposed by him. Indeed, there is a strong possibility that if Sir Wilfrid had introduced such legislation at this late hour of the session, Mr. Borden would have been extremely critical and would have claimed it was a violation of the very agreement which he now says was never made and consisted solely of a statement made across the floors of the House that no new legislation would be introduced during the present session.

Neither the government at Fredericton nor the Opposition at Ottawa are over scrupulous in dealing with their political opponents and both are inclined to take unfair advantage when they think it will get them some votes. In the Valley railway proposition, as made by Sir Wilfrid Laurier, the hopes of Mr. Hazen for his trolley road, built at a large profit for someone under the loosest kind of legislation, which permits the interests of the province to be sacrificed at every turn, are forever blessed. Should a responsible company be found ready to build the road on the terms suggested by Sir Wilfrid Laurier, the government at Fredericton would be compelled to accept the arrangement and all the planning and plotting of the past year would fall to the ground. No one knows better than Mr. Hazen that the people want a competitive line that will be of value to the rest of the province as well as to the country directly served. He knows also that this is the only kind of a railway that the people themselves want. Of what advantage would a non-competitive line without outside connections be to them? It could only haul their produce to the nearest junction with a through line and they would be compelled to pay two rates of freight as against one rate on a competitive line.

Everyone knows that Mr. Hazen's policy is to delay the construction of the Valley Railway until the eve of another election. This has been clear to every observer since the very beginning. He knew that delay was certain when he sent the delegation to Ottawa last year, but to make it sure he declined to pass the legislation through the House in 1909, which was passed in 1910. Finding that the people were in deadly earnest on the question and that he had made a mistake, he tried to blame the federal government for the delay. This year he says a survey is necessary before the government of New Brunswick would be justified in entering into a contract of so much magnitude. This secures the delay of another year. When the survey is completed, Mr. Hazen will find other difficulties in the way, but all the while the people along the river are becoming more restless and more critical. They have seen through Mr. Hazen's mask and read his desires. They realize that he is playing with them for a purpose and that purpose is his own aggrandizement. Mr. Hazen has fooled the people too long already and they are suspicious of any statement either he or his friends may put forward. Mr. Borden has not helped matters by "butting" in.

MR. O. S. CROCKET'S CORNER GROCERY GOSSIP

(St. John Telegraph.)

For three or four hours in the House of Commons yesterday Mr. O. S. Crocket reviewed his stock of what the Toronto Globe fittingly described at "corner grocery gossip." His theme was Mr. Richard O'Leary's Richibucto wharf, out of the purchase of which he has long but fruitlessly endeavored to manufacture scandal. The member for York was allowed to proceed without interruption for some time on the safe theory that he would hang himself if given rope enough. At length he made a statement intimating that the wharf transaction was in some sense a cor-

VESSEL OWNED HERE LOSES THREE SEAMEN

Arthur M. Gibson has Foremast and Jib-Boom Carried Away and Three of Crew Drowned.

St. John, April 21—Without a chance to make a movement for safety, without the preparedness for disaster which an unusually rough night would have given rise to, three active and able bodied men—Claude Shaffner, James Collier and Arthur Torrey—were torn away with the jibboom of the schooner Arthur M. Gibson as she bore up for Partridge Island light on Tuesday evening, and were quickly carried down to death.

Two men were seen as they were swept away, by Capt. Howard and Mate Kent, but those who remained on board the schooner could put nothing between the men and death for the accident left the vessel with only one-quarter of her crew. Four men was the Gibson's complement of seamen. One was at the wheel while the three who are gone furled the outside jib. The mate was directing the three from the bow of the vessel, while Captain Howard stood upon the quarter with pilot Murray.

As they worked in their confined position, 30 feet above the water, the foremast snapped off 40 feet above the deck, and in its fall crashed into the jibboom on which the men were perched, breaking it off at the cap of the bowsprit. The foremost top, as it fell, flew within a few feet of the mate's head, and he dodged beneath the staysail to save himself from harm. As he rose, the bow of the vessel dipped, and he saw a man beneath it. That is the last the survivors saw of their shipmates, except that the Captain saw a man sweep past the quarter and heard him cry his farewell to life.

Nothing could be done. There were not enough men left behind to manage the vessel, much less do so and put out a boat as well. The vessel was anchored and yesterday tugs brought her to port.

The Gibson cleared from New York on Wednesday last loaded with coal for R. P. & W. F. Starr. She is managed by J. Willard Smith, who is also a partial owner. The chief owner is John Gibson. The schooner is a three-master, built at Gibson, on the St. John river, and is about 20 years old.

When the fatality occurred she was four miles off shore, this side of Negro Point. In her crippled condition, those left on board proceeded to anchor her finding some difficulty in doing so. The water was so deep that the anchor had to be slipped. Yesterday morning Pilot Murray, who had come aboard early Tuesday afternoon rowed ashore to Lorneville, two miles distant and telephoned to the city. At 11 o'clock the tugs Nereid, and G. D. King reached the Gibson and towed the battered-looking vessel into port. Her jibboom, foremast and maintopmast gone, her forward deck a mess of wreckage and her sails hanging overboard, she is a dejected looking wreck as she lies at the Pettingill wharf.

Capt. Howard thinks that if the men's bodies are washed ashore they will be found a little below Point Lepreaux, as the tide was just beginning to ebb at the time of the accident.

(The Arthur M. Gibson was built at the mouth of the Naswaak. Mr. John Gibson of this city is the owner of the vessel.)

SOMETHING CHOICE.

Representatives of the firm of J. E. Morse & Co., Halifax, N. S., are in town today distributing large sample packages of Morse's tea. The high quality of this tea has been appreciated by the general public for many years and the proprietors believe that all who receive sample packages and test its quality will use no other.

rupt one and the Minister of Public Works had been concerned in it. Then the Minister of Public Works cooled the "monomaniac" as with a bucket of water by challenging him to make a charge on his responsibility as a member of the House.

This simple test disposed of the excited young man from York county. He would prefer no charge. That would mean an investigation and a call for evidence to substantiate his accusation. Knowing there is no such evidence, and knowing, too, that any such investigation must result in branding him as a slanderer or worse Mr. Crocket declined the Minister's challenge. Of course the House and the country know Mr. Crocket for what he is, a mad and cowardly deceiver, seeking notoriety through muck-raking devices of his own contrivance; of course, there is no cure for his kind when they wear the armor of parliamentary privilege, until the people of their constituencies snuff them out as unworthy. But Dr. Pugsley's challenge and Mr. Crocket's characteristic retreat from it serve again to show the county, and the people of York county in particular, of what poor metal the purveyor of corner grocery gossip is made. He scolds loudly and threatens much, but when his opponents show the fighting edge the monomaniac whimpers and backs away.

April 20th 1910

John J. Weddall & Son

HOSIERY - - HOSIERY - - HOSIERY

LADIES' AND CHILDREN'S

Cotton and Lisle Stockings

: : : IN : : :

PLAIN, LACE and EMBROIDERED

NEW SPRING AND SUMMER STOCK JUST TO HAND
SEE OUR UPPER WINDOW

ALL GUARANTEED FAST COLORS

JOHN J. WEDDALL & SON

THE HOSIERY HOUSE OF FREDERICTON

MURESCO

THE BEST WALL FINISH.

Only one Coat required - - Easy to apply.

Unequalled for all classes of Wall and Ceiling

DECORATING

Muresco can be applied by any one, to any kind of surface. It will not rub off nor peel, shows no laps, spots or brush marks, and is the only material producing that flat, subdued velvety effect, so much admired.

COME AND GET A COLOR CARD.

Tweeddale & Co.

The Up-to-Date Cash Hardware Store

THE ROWE SANITARY LAVATORY



Running Water without Plumbing

- A Great Convenience -

for Hotels, Summer Cottages,
Country Homes, The Spare
Room in City Homes, etc.

Very Suitable to put in an Office.

Neat, Compact, Reasonable
in Price.

NOW USED IN

Windsor Hotel, Montreal.
Savoy Hotel, London.
Toronto University, Toronto.

Halifax Hotel, Halifax.
Grosvenor Hotel, Toronto
Russell Home, Ottawa.

IS QUICKLY AND EASILY SET UP.

R. Chestnut & Sons