

The Daily Mail

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Fredericton, N. B., Mar. 16, 1911

THE VALLEY RAILWAY

During the past month Hazen speakers and newspapers have been vigorously declaring that owing to the conditions laid down by the Dominion government no railway company would undertake the construction of the proposed Valley Railway and these speakers and papers have been abusing the Dominion authorities in no uncertain terms while at the same time protesting Premier Hazen's alleged great zeal in the endeavor to give the people of the St. John Valley decent railway facilities. During these very weeks when the local government supporters have been so energetic in their attacks upon the federal authorities and so ready to impugn the good faith of Hon. Mr. Pugsley and Mr. Carvell—during these very weeks Premier Hazen himself had in his possession a letter in which the Quebec and New Brunswick Railway Company offered to undertake the construction of the road on the conditions laid down by the Dominion authorities and pronounced itself ready to give all the necessary security for the carrying out of its contract!

Premier Hazen's position is not enviable. For one thing, it is said that he had kept even his own supporters in the dark in regard to this letter. If that report is true the situation cannot be a comfortable one for him. But whether that report is true or is not true it is certain that the premier did deliberately keep the people of the province in the dark and he allowed his friends and newspaper organs to continue to call in question the good faith of the federal authorities when he had in his own possession a letter which completely justified the stand taken on this most momentous question by the Liberal government at Ottawa. That is one way of playing the political game. Most people would rather see the premier of New Brunswick following tactics which would have at least some little coloring of the statesmanlike.

Premier Hazen was notably chagrined in the House yesterday when Mr. Tweeddale, an Opposition member, read a copy of the letter which was sent to the leader of the government on behalf of the Quebec and New Brunswick Railway Company. But the premier has no one but himself to blame for the fact that the important information which that letter contained was given to the public by the Opposition rather than by the government. Since the session of the Legislature opened Mr. Hazen has been asked again and again to give the House full information in regard to the Valley Railway question. Again and again the government has side-stepped. True, the premier promised to bring down the papers bearing on the matter but he did not make any promise as to when they would be brought down and his evident intention not to hasten their production compelled the Opposition to take action accordingly. Some days ago The Mail stated that if the government did not give information in respect to Valley Railway matters that information would be forthcoming from another source. Yesterday the accuracy of The Mail's statement was proven, and, by the way, it was The Mail's second edition which gave the people the letter containing the offer to build the road. For the benefit of the premier The Mail may state that there is still more information available outside of Hazen government circles and it too, may be forthcoming is necessary. This notice may not be without value to him.

The offer to build the road coming from a strong company such as the

Quebec and New Brunswick has proven a bitter surprise for the Hazen forces. Why, no longer ago than yesterday the \$20-a-day Gleaner declared most emphatically that no company would undertake to build the road under the conditions imposed by the Dominion. Yet here is a letter from a responsible company, declaring a willingness to enter into a contract to build the line and accepting all the conditions laid down by the Dominion. The Hazen ministry has played the game with this project too long. It has now been driven into the corner where it must either come out openly in opposition to the plan to have the road operated as a part of the Intercolonial or it must accept the situation and give over its plan of delaying the construction of the road simply that its own political ends may be served.

The Conservative papers have said that no company would build the road with such grades as the Dominion authorities call for. The Quebec and New Brunswick Company says it is willing to accept the conditions as to grades. The Conservative papers said that no company would undertake to equip the road with rolling stock. The Quebec and New Brunswick Company says it is willing to accept the conditions as to the equipment and all other conditions. And it is willing to give satisfactory security for the carrying out of a contract if Premier Hazen will enter into one with it on behalf of the provincial government.

Already, of course, Conservatives are raising the cry that the Quebec and New Brunswick offer is this and that and the other thing which it should not be; less that this and that and the other man is behind it. It doesn't matter one iota who is behind the Quebec and New Brunswick Railway Company. The Company offers to contract to build the road on conditions which will ensure a high class road with trunk connections. The acceptance of the offer means decent competing railway facilities for the Valley. It's Premier Hazen's move.

THAT BRIDGE INSPECTION

Tut, tut. The \$20-a-day Gleaner loses its temper because this journal of the home drew attention to the fact that Dr. O. E. Moorehouse was paid \$96.22 last year for work as a bridge inspector in this county. The valued \$20-a-day organ should learn to keep its temper a little better.

The local Hazen organ goes to considerable trouble to declare that The Mail seems to regard Dr. Moorehouse's charge as "peculiar and suspicious" and it takes even more trouble to tell its readers that the doctor-inspector-candidate was at one time a carpenter and "one of the neatest and most precise workmen in his line in the country."

The Mail is quite willing to believe that Dr. Moorehouse was a good workman when he was a carpenter. But now he has given up that trade and practices the medical profession. Are there no carpenters still following their trade in the county who might have been selected to inspect this bridge work? Is there any reason, other than the fact that Dr. Moorehouse has friends at court in the Conservative party here, why a doctor who was at one time a carpenter should be singled out to do work which could have been just as well done by some carpenter or builder who still works at his trade? Are the rank and file of the Conservative party to be disregarded simply that one of the "inner circle" may be given a chance?

The Mail did and does regard the fact that Dr. Moorehouse was chosen to act as bridge inspector "peculiar" in a certain sense. It does regard it as a peculiar way of doing things that when a job of this kind is to be given, artisans in the country should be passed over in favor of a medical doctor who at one time in his life was a carpenter.

"Bluff" from the \$20-a-day organ will not make the case any the less peculiar. Nether will such tactics prevent the public from gaining some information about other peculiar things in connection with bridge work in York county under the Hazen administration. Still, the up-street organ should keep its temper.

PERSONAL.

Mr. G. F. Allen of Toronto, is in the city.
Mr. H. M. Downing of McGivney, is in the city.
Mr. W. B. Murdock of Montreal, is at the Queen.

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FARMERS' BANK FAILURE DISCUSSED IN THE HOUSE

Tory Efforts to Throw Blame on the Shoulders of the Government Did Not Meet With Success—Canada Not Ready For Complete Free Trade With the United States.

Ottawa, Mar. 15.—While parliament's ratification of the reciprocity agreement and the voting of supplies for the fiscal year beginning two weeks hence, waited, the Commons again devoted a day to the discussion of another issue without forwarding by a single step the actual work of legislation.

The day was devoted to debating a resolution proposed by Mr. Henderson, of Halton, calling for a royal commission to determine whether the real blame for the failure of the Farmers Bank and the consequent loss of many hundreds of thousands of dollars to shareholders and depositors throughout the country, should rest finally on the shoulders of the government which issued the certificate, or upon the agent of the shareholders, who deceived both the government and his employers.

Sir Wilfrid Laurier, who rose a few minutes before midnight to sum up the whole of the six hours of argument, put the matter in a nutshell. The case as made out by Mr. Henderson for the relief of the shareholders from the double liability, he pointed out, rested on the assumption that the ultimate failure of the bank resulted from the fact that, whereas Travers had represented that the full \$250,000 required by the banking act to be deposited in cash before the certificate was granted, was in reality \$80,000 short of the amount, the balance being made up by discounting shareholders notes.

GOVERNMENT DECEIVED

The premier, while frankly admitting, as did also Mr. Fielding, that the treasury board had relied too implicitly on the sworn statements of the accredited agent of the bank's shareholders, maintained that the failure of the institution was due in a subsequent series of deception and mismanagement, and that there was no justification, either in law or in ethics, for the recouping of the losers for loss occasioned through the culpability of their agent.

Sir Wilfrid concluded by pointing out that the bank's affairs were now being thoroughly ventilated by due process of law, and, pending the result of that investigation, it would not be wise at the present juncture to appoint a royal commission. "I will not say," he observed, "that later on it may not be deemed advisable that the matter at issue should be again reviewed by a commission as suggested."

The debate will be resumed tomorrow.

Of considerable significance was the statement made by the finance minister, in reply to a query by Mr. Borden as to the correctness of Presi-

dent Taft's reported statement at Atlanta, Ga., on Friday last, that the Canadian government had declined to consider reciprocity in manufactured products.

Mr. Fielding made it clear that while the United States had been prepared to make an arrangement for absolute free trade, Canada had at the outset of the negotiations taken the ground that Canadian manufacturers must be protected, and that any reciprocity arrangement must be confined practically to a pact that would not sacrifice any Canadian industry built up under the present fiscal system of the dominion.

BORDEN QUERIES ABOUT TAFT'S OFFER

That Canada is not yet ready for complete free trade with the United States was made clear in the House this afternoon.

Mr. Borden directed attention to a reported utterance of the president of the United States in Atlanta, Ga., on March 10th, to the effect that he had asked the secretary of state to offer the Canadian commissioners free trade in everything, but that Canada had a protective system and the Canadian commissioners would not consider free trade in manufactured products, "as they fear competition from our better organized industries."

Mr. Borden asked why the House was not put in possession of the offers and counter-offers which had been exchanged during the negotiations. The House and the country had a right to know these things. He also asked as to the understanding in Canada and the United States under the arrangement as to the granting or the continuing of bounties or the imposition of export duties upon the articles affected.

Replying the minister of finance said there was no agreement or understanding other than that set forth in the documents before the House. He had no doubt that the president had been correctly reported and that his intention was as he had stated. "But," added Mr. Fielding, "the matter did not advance far enough to enable an offer of that kind to be made to the Canadian Commissioners. At the earliest stage we gave them to understand that speaking generally, we were not prepared to deal in manufactured articles."

TENNIS CLUB PLAY

(Continued from page 8)

John Davis (from Kokomo), Mr. F. H. Hatheway.
Catharina (his wife), Miss Helen Sterling.

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Hill (a shoemaker), Mr. H. G. Deedes.
A Constable, Mr. D. F. Richards.
Mrs. Miller (a widow), Miss Ethel Mullin.
Samuel Hicks (Stone's friend), Mr. D. F. Richards.
The orchestral music was a very pleasing feature of the performance. The orchestra was composed of the following:
Violins, Miss Palmer, Miss Sherman, Mrs. West, Mr. Redpath, Mr. Edgecombe; Euphonium, Mr. Winter; Clarinet, Mr. Sutherland; Flute, Mr. McKnight; Cornet, Mr. White; Pianist, Mrs. Calder.

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