

The Daily Mail

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Fredericton, N. B., July 12, 1911

THE ROADS PROBLEM

What is the solution of the road problem in New Brunswick?

The Mail is quite prepared to admit that in the days of the Liberal provincial administration the highways of this part of the Dominion were not what they should have been. And simple fairness must compel honest men to admit today that the desired improvement in highway conditions has not come with the change of government. It is all very well for partisans to cry out that the province now has good roads but the people who use the highways and are not bound by ties of subservience to any political party know that in the main New Brunswick's public thoroughfares are the very reverse of good and that the system followed in handling road matters is one that will never bring about improvement.

This paper does not mean to say that there are no pieces of good road in the province today. As a matter of fact, here and there one finds some stretch of highway that is in quite satisfactory condition. But, regarded as a whole, the roads of New Brunswick may safely be described as poor indeed. Men who do not travel the country highways much and may not be inclined to accept the foregoing statement will find it confirmed in an editorial which appeared recently in the columns of The Newcastle Leader, a paper owned by Hon. John Morrissey, chief commissioner of public works in the Hazen ministry for the present. The Leader specifically declared that the roads are far from being what they should be. Indeed, Mr. Morrissey's paper went further than this. The Leader not only declared the roads to be bad but it asserted that in many parts of the province practically nothing has been done on the highways this year. Men who travel our roads know that in many, many cases the state of these highways is little short of disgraceful, and for the doubters of this declaration is the editorial verification of Mr. Morrissey's own newspaper organ.

It may well be said that it is high time that something is done to remedy the existing unfortunate state of affairs. Today, thanks to the road policy of the Hazen ministry, the people of New Brunswick are paying almost twice as large a sum in road taxation as they paid in the time of the Robinson administration. Yet, in spite of this increased demand upon their pocket, they have to be content with highways which a minister's own paper condemns as bad and they have to be content with a system under which, according to the statement of that same paper, practically nothing is being done to improve the condition of the public thoroughfares.

Mr. Morrissey's mouth-piece tries, of course, to shift the blame for the bad roads from Mr. Morrissey's shoulders. The mouth-piece of man who is everlastingly protesting this Liberalism insinuates that blame lies at the door of members of the several highway boards who happen to be politically out of sympathy with the ministry. In other words, the Morrissey paper blames the Liberals for the failure of the ministry to give the people decent highways. When the Liberals were in power in New Brunswick they were condemned for failing to provide good roads. Now that they are out of power they are blamed because the Conservative government fails to provide good roads. Isn't it a hard, hard world? But there is this consolation at least: Every sensible man knows that in placing the blame on the highway boards Mr. Morrissey

is simply trying to turn attention from the government's blundering and utter incompetence. The government itself completely controls road matters in every parish through the third member of the highway board, who is the direct appointee of the administration and the man who actually controls the board. And, by the way, the Hazen government does not have Liberals for these positions.

The government which has so greatly increased the highway taxation has also brought road matters entirely within the sweep of political patronage. This government has placed road affairs entirely in the hands of political heelers—a vicious principle whether characterizing Liberals or Conservatives. And, as is proven by experience as well as by the declaration of Mr. Morrissey's own newspaper mouth-piece, the result of the course followed by the Hazen ministry has been that New Brunswick has disgracefully bad roads on which practically no work of real value is done.

How long do Mr. Hazen and his associates expect the people to tolerate such a condition?

Halifax Acadian Recorder:—We have here in Canada a body of Imperialists who seem to almost forget that they are Canadians, that Canada is their native land, and to whom any assertion of Canadian special interests at an Imperial gathering is little less than treason. This is not the sort of Imperialism to which the premier subscribes. The particular interests of this country must not be forgotten, minimized or neglected in any company of statesmen whatever.

Halifax Echo:—A ready old age has gone quite out of fashion. The civilized, educated man or woman of 70 is younger than the savage of 40 or the peasant of 50. What with steady spread of regular vacations and country or suburban homes and walking clubs and golf and gardens and automobiles and travel of all sorts, those who would have been considered old once are now only 70 or 75 years young.

Regina Leader:—Say, this is getting interesting. S. J. Donaldson, Conservative M.L.A. for Prince Albert county, recants his vote in favor of reciprocity; J. E. Bradshaw, Conservative M.L.A. for Prince Albert city, refuses to recant and sticks to his vote like a man. The Tory party will soon have to issue a political Who's Who in Saskatchewan.

Hamilton Spectator:—It is a sad and painful commentary upon the civilized life of today that those who need vacations least are those most favored. There are those, even in this new country, whose financial resources are such as to permit a year-long vacation without responsibility, task or restraint.

Stafford Beacon:—The drowning accidents of which one reads almost every day could generally have been prevented with ordinary care on the part of the victims, or had they been able to swim. It would almost seem that if it were possible children should be compelled to learn to swim.

It is beginning as if there would be a general election in the Dominion before many moons. The question will be settled soon after the reassembling of parliament next week.

N. B. DENTISTS ELECT OFFICERS

(Special to The Mail.)

St. John, July 12.—The New Brunswick Dental Society will finish its labors here this afternoon. At its morning's session officers were elected as follows:

President, Dr. F. C. Donald, St. John.
Vice president, Dr. H. F. Thomas, Moncton.
Secretary, Dr. F. A. Godsoe, St. John.
Representatives to council, Drs. Somers, Moncton, and Wetmore and Godsoe, St. John.

AGAIN IN COMMISSION

The ladder truck of the fire department which has been in the hands of the painters for some days is again in commission. The truck presents handsome appearance.

Mr. Fred Condon of Moncton is in the city.

TWELVE LINES WERE LOST IN TRAIN WRECK

Bridgeport, Conn., July 11.—Twelve battered corpses in the morgue, forty-four sufferers in the hospitals, and a mountain of junk at the foot of a 20-foot embankment at the western end of the city, tell the tale tonight of the worst wreck in fifty-eight years' history of the New York, New Haven & Hartford railroad. Although it occurred just before dawn, and the coroner's office has had one man all day long doing nothing but answering telephone and telegraph queries from all parts of the country, four of the dead, two men and two women, remain unidentified.

The identified are:
C. W. Christie, Philadelphia.
George E. Saunders, Norwich, Conn.
Mrs. Gwendoline F. Rogers, wife of Sgt. Geo. F. Rogers, coast artillery U. S. A.

May Louise Rogers, seven-months-old daughter of Mrs. Rogers.
Mrs. Helena B. Walcott, Washington, D. C., wife of Charles D. Walcott.

Hartman, seven-years-old son of Mrs. Louis Hartman, Newfield, N.J., who is herself in a serious condition at the hospital.

A. M. Curtis, New York, engineer in the train.
W. A. Ryan, New York, fireman.

When the federal express from Washington to Boston, leaped from the embankment this morning, a day coach next to the baggage car was caught at the bottom of the heap, and smashed into matchwood, and not a person inside escaped death or serious injury.

The heavier Pullmans, five of them, that crashed down after it, held together, and the sleeping passengers inside, although badly shaken, for the most part suffered no worse than broken bones and bruises.

With one or two exceptions all those in the hospitals tonight were expected to recover. Several, however, are in a critical condition. Among them are Daniel Kissner, head brakeman, whose home is in New York. His skull and several ribs are broken, and he has internal injuries.

John F. Von Pfeiffer of Readville, Mass., and Mary McSweeney and Mrs. Loretta McCrokan, of Philadelphia, may not survive. Mrs. McCrokan received several broken ribs and internal injuries.

The wreck will be responsible for two more deaths if Mrs. Sarah Calabra of Philadelphia, succumbs, for she is about to give birth to a child, three of her children, aged from two to five are at the hospital with her, none of them badly hurt.

All the patients are covered with bruises and cuts, showing the danger in which they were thrown about their cars when the train rolled down the embankment.

OHIO STATE BAR ASSOCIATION

Cedar Point, O., July 11.—Representative members of the legal fraternity of this State are assembled here in large numbers to attend the annual meeting of the Ohio State Bar Association which opened here today, to remain in session until Thursday. Among the speakers scheduled to address the convention are J. B. Foraker of Cincinnati, who will speak on "Constitution Making in Ohio," and S. W. McCall, of Massachusetts, who will deliver an address on "Reciprocity."

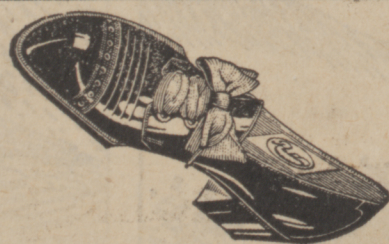
CAN SOLEMNIZE MARRIAGE

Rev. Francis M. LaTeigne, Rev. Benedict J. Murdoch and Rev. Jos. Cormier of Chatham, Rev. Endore Martin of Grand Falls, Rev. R. A. Robinson of Dorchester and Rev. J. Wilder Williams of St. John have been registered to solemnize marriages.

GLORIOUS TWELFTH

The Orangemen of Fredericton and vicinity ran a large excursion to St. Stephen today, the occasion being the celebration today in that town of the anniversary of the Battle of the Boyne. A train bearing a thousand excursionists left the C. P. R. station this morning. A band composed of players from various bands accompanied the excursion.

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Men's Tan Patent Blucher

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SHOEMAN

POPULATION WILL SHOW BIG INCREASE

Ottawa, Ont., July 12.—Census returns from many districts largely exceed the estimates made by the census bureau, and it would not be surprising if the returns when totaled show a population for Canada of considerable over 8,000,000.

A notable instance is the constituency of West Toronto, which in 1901 had a population of 44,000, but today has over 100,000, an increase of 1.30 per cent. The details of other constituencies have not yet been made up.

IMPROVEMENTS TO BE MADE AT GIBSON AND ST. MARY'S SCHOOL

The annual meeting of the St. Marys and Gibson school was held in the school house at 10 o'clock Monday morning. Mr. A. W. Doombes was elected chairman. The Trustees report and the financial statement which showed that the finances of the district were in a very satisfactory condition were received and adopted.

The retiring trustee, Mr. Wm. Jaffrey stated that as he had served in trustee for nine years he would prefer that another should take his but as there were no other nominations he consented to accept the office for another term.

The sum of \$2541.73 was voted for the ensuing year which will enable the trustees besides paying the ordinary running expenses to increase the teachers' salaries, to furnish a room with new seats, to floor the halls with hardwood, to put a steel ceiling on the only room left without one and to pay \$200 on the bonded indebtedness. The residents of the two villages are very fortunate in retaining an excellent staff of teachers.

The enrollment for the past year was 294.

LEAVING FOR THE WEST

Mr. John B. DeLong, who recently resigned the principalship of the Hampton Consolidated School will leave on Friday for the West, where he will locate. He and Mrs. DeLong are present in the city.

SUGAR ADVANCES

Local wholesale grocers have received word that sugars of all grades have advanced ten cents per hundred weight. Reports of crop failures are the cause of the increase. A further advance would not be surprising.

MOTOR PARTIES HERE

Two motor parties from St. John arrived in the city last night. One was composed of Mr. and Mrs. J. F. Gregory, Martin G. P. Gregory and Miss M. Murray. The other was composed of Mr. and Mrs. J. M. Scovil, Miss Helen Scovil and Mr. W. M. Sherwood of St. John and Mr. John E. Algar of St. Stephen. Mr. Scovil and party will go on to Woodstock. Mr. Gregory and party went up river this morning.

WEDDED AT KINGSCLEAR.

Mrs. A. E. Cliff of Kingsclear, was married at four o'clock yesterday afternoon in the Episcopal Church at that place to a Mr. Gilmore of Ontario. Rev. Mansel Shewan performed the ceremony in the presence of relatives and friends. The happy couple drove to the city and went to St. John on their honeymoon. It is said that there is a tinge of romance in connection with the happy event, the couple having met only recently.

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JULY 10th, 1911

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