

The Daily Mail

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Fredericton, N. B., Mar. 24, 1911

THE VALLEY RAILWAY

Thursday was a great day for the Opposition both in the House and out of it. In the House the Opposition leader, Hon. Mr. Robinson, delivered one of the ablest speeches that has been heard in the Assembly in many years, presenting facts and figures that utterly demolished the government's contentions in many respects. That speech appears elsewhere in The Mail today and should be carefully read by the electors.

Outside of the House it was a great day for the Opposition, too. In the afternoon at a rally in the committee rooms there was a large attendance despite the storm and the utmost enthusiasm prevailed during short addresses by Messrs. James Lowell, M. P.P.; A. B. Copp, M.P.P.; F. B. Carvell, M.P., and the winning candidate, Mr. George F. Burden. No more successful afternoon rally has ever been held in this city—another indication of the splendid progress of the Opposition campaign. Moreover, prominent in the audience were men who three years ago were active in the Hazen cause but on Thursday were enthusiastic in opposition to that cause, thanks to the utter failure of the premier to fulfil his election pledges and give the province economical government.

In the evening? In the evening one of the best political meetings which Fredericton has known took place in the Opera House. There was none of that forced, hilarious enthusiasm that can be readily produced at any political gathering in the heat of a campaign. There was an audience of the thinking people of the city and the surrounding districts, an audience which gave careful attention to the points made by the speakers and again there was that applause which comes only from men who, considering the issues carefully, are stirred by the convincing statements of the persons who address them.

Mr. Carvell discussed that greatest of the questions now before the people of York—the Valley Railway. His address was a calm, well-reasoned statement of the facts, a statement which reviewed the history of the agitation for the road and the steps which have so far been taken to bring about its construction. In plain sentences Mr. Carvell showed that the government at Ottawa has sought to meet the provincial government on common ground that together the ministries might give the people the transportation facilities they deserve and must have. He showed that at every turn the Hazen ministers have sought to embarrass the federal authorities. They have sought to do this by putting impossible conditions in their legislation of 1910. They have sought to do this by trying to impugn publicly the good faith of the federal government and to persuade the people that the Ottawa authorities have not been sincere.

But, Mr. Carvell showed, the federal ministry has met the Hazen ministry at all turns. The federal authorities agreed to take over the road when constructed and operate it as part of the Intercolonial. When they agreed to do this the Hazen ministers cried out: "It's a bluff. It won't be done." And the federal ministry has shown its good faith by introducing legislation in the Commons, which will become law in a few days, binding the Dominion to operate the road as a part of the Intercolonial system. More than this, through the efforts of federal members, Premier Hazen received a bona fide offer to construct the road under the conditions laid down by the Dom-

inion as to the operation of the line by the Intercolonial. True, Premier Hazen, for some mysterious reason, concealed the offer from the people for weeks but that does not wipe out the fact that it was received and had he said the word, the contract for the construction of the Valley Railway could have been signed ere this.

Mr. Carvell effectively exposed the "catches" in the Hazen legislation of 1910 designed to block the scheme for Intercolonial operation of the road. He effectively exposed the purpose of Part 3 of the railway bill, put through by Mr. Hazen at the last session, sections of legislation designed to bring about the construction of what would in reality be but a branch of the Canadian Pacific, perhaps even an electric branch; sections which did not provide any proper protection of the interests of the province and, more than this, gave no surety that, if a contract was made under this part of the bill, after the company had obtained the bond guarantee of \$25,000 a mile it would ever operate the road for one single day; sections which brought grave danger of placing on the people of New Brunswick an added liability of nearly \$6,000,000 and thus increasing the interest charges by hundreds of thousands of dollars, perhaps making those charges almost equal to the total revenue of the province today. The Carleton County member brought before the audience in an unmistakable way the plain fact that Premier Hazen has utterly failed to bring about the construction of a railway down the valley of the St. John and now, lest some credit for having the railway constructed go to his political opponents, the head of the provincial government is seeking in every way possible to embarrass those who are earnestly working in the interests of the road.

But, as Mr. Carvell well pointed out the people of York will next week have a splendid opportunity not only of protesting themselves, but of rendering good service to the people of all the Valley counties and, indeed, to the entire province. By voting for Mr. Burden, by electing him, they will say to the government that they desire the road to be constructed at once as a high class, competing line from Grand Falls to St. John with trunk line connections and operated as a part of the Intercolonial system which means fair treatment for all whom the road will serve and the lowest possible freight and passenger rates for all as contrasted with the much higher charges of a corporation line. By voting for Mr. Burden the electors of York will say to the provincial premier that they are tired of delay, no matter at whose door the responsibility for that delay is to be laid, and that since an offer has been received from a reputable company offering to build the road and to give the necessary security for carrying out the contract for construction the electors of this county are in favor of action, the signing of that contract and the immediate starting of construction.

A vote against Mr. Burden would be a vote in favor of delay at a time when, under Mr. Hazen's own legislation, there are but four months remaining in which a contract can be signed. If no contract is signed in that time then nothing can be done under the existing Hazen legislation since the act passed last winter contains a provision to this very effect. A vote against Mr. Burden would be a vote against Intercolonial operation of a line which must be high grade and have trunk line connections; it would be a vote for a possible road on which the rates would be much higher than the rates on the Intercolonial system; it would be a vote in favor of the powerful corporation interests which are well understood to be behind the Hazen ministry.

With these facts before them the people of York, if they are alive to their own interests and ready to do service for the people of the province generally, should have no difficulty in deciding that in their own interests and in the interests of their fellow-citizens elsewhere, they should by all means vote for Mr. Burden, the Opposition candidate, who stands firm for immediate action and for Intercolonial operation.

Hon. Mr. Robinson, the Opposition leader, did not detain the audience long after Mr. Carvell resumed his seat. In a few words Mr. Robinson exposed the hollowness of the Hazen professions of economy. He riddled their pretence that they have fulfilled

their pledges and, had time permitted, he might well have pointed to the record of the bridge work in York in 1909 and 1910 and to the manner in which thousands of dollars have been poured into the office of the \$20-a-day Gleaner in the past two years as striking evidence of the wanton way in which the government now in power has abused the confidence which the people reposed in it three years ago. One matter to which Mr. Robinson drew attention—and the figures which verify his statement in this connection will be found in the report of his speech in the Assembly, which is given elsewhere—is the fact that in the three and a third years in which the Hazen government has been in office it has spent of the people's money each year fifty-two per cent. more than was spent in each of the last five years in which the former government held the seals of office! No more striking exposure of the extravagance of the ministry could possibly be given. And none could make more clear how necessary it is for the people of York to declare against the government next week if they are desirous of seeing some check upon the woeful recklessness and waste which is now so evident in all departments of the provincial services. The people of the county certainly owe it to themselves and to the other citizens of the province that an emphatic rebuke be given the government next Thursday.

It was a great meeting, a magnificent meeting. Results from it will be seen on polling day. Moderate minded Conservatives enjoyed it no less than did followers of the Opposition faith. And moderate minded Hazen men were convinced by the statements made that a vote for Burden will be a vote in the best interests of themselves, the county and the province.

THAT SEWERAGE MATTER

Since the memory of the people of both sides of politics is notoriously short, no doubt many of the residents of this city have forgotten that Fredericton owes to members of the present Opposition Party in the House and to the Opposition candidate, Mr. George Burden, its excellent sewerage system. In 1907 this city sought the right to empty sewerage into the river under certain proper conditions. The present premier, Mr. Hazen, and many of his friends sought energetically to block the project. They nearly succeeded. But very largely through the efforts of Mr. Burden, who had the sympathetic support of Hon. Mr. Robinson, Fredericton was given what it sought though the vote was close.

It was Mr. Burden who worked so earnestly for Fredericton in conjunction with his colleagues then representing this county. It was Mr. Robinson, now the Opposition leader, who stood zealous in helping Mr. Burden. The present excellent sewerage system of this city, then, was made possible by Mr. Burden and his friends who are today appealing to the people of this city for support. Had Mr. Burden not worked as he did in 1907 the present system would have been an impossibility for it would not have been permitted. Indeed, by the statement of Mr. Lowell, M.P.P., made on Wednesday, it was because of no other reason than the persistence of Mr. Burden in putting the Fredericton side of the case before him and his then colleague from St. John, Dr. Rudlick, that both of them were led to support the contention of the city. Had these two gentlemen not been persuaded by Mr. Burden to vote as they did Fredericton would have lost in the face of the opposition conducted by

Premier Hazen.

This is one thing Fredericton owes to Mr. Burden, the Opposition candidate.

WILL THEY ACCEPT?

"I will meet Premier Hazen or Mr. Flemming or Mr. McLeod any time or any place to discuss this Valley Railway question face to face if they will but say the word"—Mr. F. B. Carvell, M. P., at the Opera House on Wednesday evening.

The government hack organ here has been sneering at the Opposition speakers as afraid to meet representatives of the government party and discuss with them the issues before the people. Mr. Carvell's declaration of Wednesday gives the government its answer.

Will Mr. Hazen or Mr. Flemming or Mr. McLeod accept the challenge? The Mail hopes one of them will, but it does not believe there will be acceptance. The people have not forgotten a previous occasion on which Mr. McLeod was announced to meet Mr. Carvell in debate. At that time Mr. Carvell was present, Mr. McLeod was not.

But if any government speaker will meet Mr. Carvell, make sure of this the Hazen bluff about the Valley Railway will be "called."

(The Chatham World—Conservative)

THE HAZEN GOVERNMENT POLICY OF BORROWING RIGHT AND LEFT AND INCREASING THE EXPENDITURE IS 'GOOD POLITICS, AND WILL HELP TO KEEP THE GOVERNMENT IN OFFICE, BUT IT IS ROUGH ON POSTERITY. THE GOVERNMENT ACTS LIKE THE SELF-INDULGENT FATHER WHO MORTGAGES HIS ESTATE HEAVILY AND SPENDS THE PROCEEDS LEAVING TO HIS HEIR THE WORK OF TRYING TO SAVE THE PROPERTY FROM BEING SOLD TO PAY THE CREDITORS.

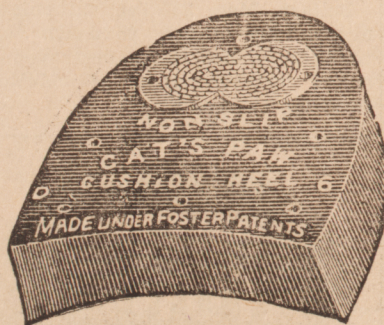
In the House yesterday the Opposition leader introduced a resolution declaring that the members of the Assembly believe that the ratification of the proposed reciprocity agreement would greatly promote the prosperity of this province, and further that the tariff preference given to Great Britain should be materially increased. The Opposition party's position on this question is clear. They stand for the interests of the people. Where do the government men stand?

Mr. Carvell in his able speech at the Opera House last evening stated that the first man in Fredericton to suggest I. C. R. operation for the Valley Railway was Mr. J. J. F. Winslow. It is scarcely necessary to state that Mr. Winslow's name is to be found on Mr. Burden's nomination papers although he has hitherto been identified with the Conservative party.

A POINT TO BE CONSIDERED.

In 1910 the government had a revenue 39 per cent. greater than the government of 1907, thanks to the increased Dominion subsidy, etc.
In 1910 the government, with 39 per cent. greater revenue, gave for Education but 20 per cent. more than the old government—only about one-half the amount of the percentage of the revenue increase.

Riddle god Rhyme, now playing at deville acts seen at this popular theatre. Their act is entirely novel and their songs catchy, and are worth the Unique, are among the best vaudeville the admission price. Also 3 reels of high class pictures, including a Kalem, Biograph and Edison, the leaders in motion photography.



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THE STOCK MARKET

Montreal, March 24.—Trading in the stock market today was not marked by any special features. C. P.R. was off a point from yesterday's closing.

MONTREAL MORNING SALES.

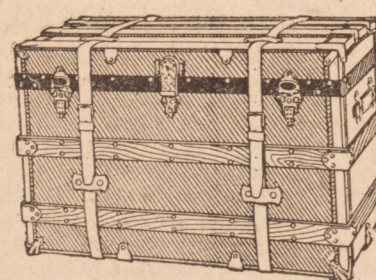
Bank of N.S., 5 @ 273.
Royal Bank, 5 @ 239.
Molson's Bank, 201 @ 208½.
Ottawa Power, 5 @ 136.
R. & O., 45 @ 114, 485 @ 114½, 25 @ 114½, 40 @ 114½.
Power, 25 @ 151½.
Coal, pfd, 2 @ 118, 18 @ 109½.
Crown Reserve, 670 @ 267.
Iron, pfd, 10 @ 102, 25 @ 101½.
N.S. Steel, 10 @ 126, 50 @ 125.
Soo Rights, 10 @ 7.
Converters, 75 @ 43½.
C.P.R., 225 @ 119½, 100 @ 119½.
Iron, com, 65 @ 59½, 78 @ 59½, 160 @ 59, 275 @ 59½.
Quebec Railway, 75 @ 62, 10 @ 62½, 30 @ 61, 25 @ 60½.
Shawinigan, 411 @ 113.
Asbestos, 100 @ 12½.
Halifax Tram, 5 @ 141, 10 @ 141½.
Woods, 5 @ 130½.
Cement, pfd, 60 @ 87, 95 @ 87½.
Cement, com, 70 @ 22½, 190 @ 23.
Textile, com, 1 @ 104½.
Textile, pfd, 6 @ 75½.
Rio, 15 @ 106.
Penman's, 5 @ 60½, 5 @ 61.

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