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HON. H. R. EMMERSON

Oh, why has worth so short a date,
When villains ripen grey with time
Must thou the noble, generous great,
Fall in bold manhood's hardy prime

The death of Hon. Henry R. Emmerson, M.P., removes from the active sphere of life one who has for years been a national figure. As a parliamentarian he had few superiors in Canada and his death while in the prime of life is a distinct loss to the Liberal party, to his native province of New Brunswick and to the Dominion of Canada. Entering public life a quarter of a century ago, Hon. Mr. Emmerson after filling with distinction the highest position in the gift of the people of this province was elected for Westmorland to the Parliament of Canada, and eventually became Minister of Railways and Canals in the Dominion Cabinet. He held this important portfolio for three years and in that time did much to improve the efficiency and standing of the People's Railway. It is no reflection upon the other distinguished men who have held the portfolio of railways and canals, since confederation to say that no man gave more of his time and more of his talents to make the road of greater service to the people than the late Mr. Emmerson. During the ten years he was a member of the New Brunswick Government he strove earnestly to better the conditions of life in this province and much wise legislation which has promoted industrial and agricultural development originated with him. It was during the regime of Hon. Mr. Emmerson that an act was passed for the encouragement of the development of oil and natural gas. Outside capital was interested in the enterprise, development work was carried on with the result that today the city of Moncton and several villages in Albert County are lighted and heated by natural gas. He was a constructive statesman as well as a loyal son of New Brunswick who had an abiding faith in his native province and its great resources.

Mr. Emmerson has long been a commanding figure in public life. He was recognized as one of the foremost parliamentarians of his time, and his speeches on public questions were not for close reasoning, a wide range of knowledge and sound common sense. He did not frequently take up the time of the House, but when he had anything to say he said it, and he had no difficulty in compelling his colleagues of both parties to sit up and take notice. His public utterances were widely quoted and discussed by the press of both parties, and while the advanced position which he took on most public questions was not endorsed by all the people his sincerity and honesty of purpose were seldom called in question. The common people never had a more loyal and faithful friend in the great council of the nation than Henry R. Emmerson and if one half of those who have been benefited from his generosity and goodness of heart were to lay a blossom on his grave he would sleep beneath a wilderness of flowers.

A more honorable, conscientious, earnest and upright man than Henry R. Emmerson has never discharged the duties of a public servant in any country. Endowed by nature with splendid ability he gave the best that was him for Canada and his name will go down in history as one of the ablest constructive statesmen that this country has ever produced.

HIS CAREER.

Hon. Henry Robert Emmerson LL.B., D.C.L., P.C., M.P., was the son of Rev. R. H. Emmerson, a Baptist clergyman, and Augusta Read his wife and was born at Mangerville, Sunbury County, Sept. 25, 1853. On his paternal side he was of English descent while his mother's people were Loyalists from the American colonies. He was educated at Amherst Academy, Mount Allison Academy, St. Joseph's College and Acadia College. He began the study of law with the late Sir Albert Smith

at Dorchester and completed his studies at the Boston Law School, graduating in 1877 with the degree of LL.B. At Michaelmas term of the following year he was admitted an attorney. He has since practised his profession at Dorchester and Moncton. He entered politics in 1887 when he contested Westmorland for the House of Commons in the Liberal interest in opposition to the present Governor Woods and was defeated. In 1888 he was elected to the Legislature for Albert but was defeated the following year. In 1891 he was appointed to the Legislature Council and assisted in voting that body out of existence. In 1892 he entered the Government of Hon. A. G. Blair with the portfolio of Minister of Public Works. On the death of Hon. James Mitchell in December 1897 he became premier holding the office until 1900 when he resigned and was returned to the House of Commons for Westmorland. He was called to the privy council in January, 1904 and was sworn in as Minister of Railways and Canals, holding office until April 1907. He was re-elected for Westmorland at the general elections of 1904, 1908 and 1911. He took an active part in the debates in Parliament, and was regarded as an excellent authority on railway matters. Mr. Emmerson married in 1878, Miss Emily C. Record daughter of the late C. B. Record of Moncton. She died in 1901.

MORE BOMBSHELLS

(Continued from page one.)

was not on the road for over a year.

Commissioner—Why did you not tell him that and not mislead him and the department?

Mr. Brown excitedly cried out, I was not making the certificate to the Government.

"No," replied the Commissioner, "you do things very astutely, but they have the same effect."

At the session of the Southampton Railway enquiry Thursday afternoon Mr. Teed resumed his cross examination of Inspecting Engineer Johnson of Ottawa.

Mr. Teed obtained from Mr. Johnson his opinion regarding the quality of the Southampton road that it would compare favorably with other roads that had come under his inspection.

He failed to establish his quibble made to Engineer Kilburn, however, that an allowance should be made for loss, breakages, or waste in the laying of rails. Mr. Johnson says that there was no waste in track laying and the only breakage liable to occur was after the completion of the road and would come under the head of maintenance.

Mr. Johnson also stated in reply to Mr. Teed's query that he had inspected the Minto road and in his opinion that road would cost more than the Southampton road.

MR. PINDER.

Mr. Carter then called J. K. Pinder who stated that he was manager of the Southampton Railway and examined him regarding the right-of-way of the road and with reference to the change made in the course of the road after Mr. Pinder became manager.

Mr. Carter—You made arrangements for the right-of-way, Mr. Pinder?

Witness—Yes.
Mr. Carter—Have you any documents showing the prices paid for the right-of-way?

Witness—I have an account of it.
Mr. Carter—Is this a correct account of prices paid?

Witness—Yes.
Mr. Carter then went over the statement item by item and the various items were corroborated by the witness.

The witness testified that he had paid at a rate of \$2 per acre for the land and that the people were now waiting \$7.50 for it.

Mr. Teed volunteered the advice gratis that it would be better to pay than to go to law.

Mr. Carter then drew attention to the right-of-way over Mr. Pinder's own land. For six acres Mr. Pinder claims \$1,500 as against \$7.50 or \$2 allowed for other land.

Mr. Carter—Why are you asking so much more for your land than others.

Witness—The road runs between my mill and the road. We have to haul across the track which is a bad haul.

Mr. Carter—Was the road originally located elsewhere?

Witness—Yes.
Mr. Carter—That was before you became manager of the company.

Witness—Yes.
Mr. Carter—And it was changed after you became manager?

Witness—I guess perhaps it was.
Mr. Carter—As a matter of fact, you had it changed?

Witness—Yes.
Mr. Carter—Now in reality you would rather have the road run by your mill?

Witness—No, I would not.
Mr. Carter—Well, it seems you have five miles to haul. It gives you a good deal of benefit.

Witness—Yes.
Mr. Carter—When did you make the charge of \$1,500?

At this stage Mr. Pinder left the stand to get a drink, remarking to Mr. Carter:

"It makes me dry to talk to you."

MUNICIPAL COUNCILLORS

(Continued from page five.)

Coun. Walker moved to reconsider the motion to reduce the number of delegates to three.

Warden Hunter stated that he had no desire to be a delegate.

The motion to reconsider was carried.

Coun. Robert Graham moved that three delegates be sent to the Union.

Coun. Pickard, in amendment, moved that the warden, the secretary-treasurer and three members from the council be sent as delegates.

The amendment was carried on the following vote:

Yeas—Walker, Pickard, Morrison, Thompson, Grant, Pond, Noble, Haining, Murray, Harry Smith, Neill, Cowperthwaite, Wetmore—14.
Nays—Sloat, Reynolds, Hallett, Saunders, Robt. Graham, Everett, Essensa, Brewer, Stairs, Pat Graham, Hugh Smith—11.

The warden and secretary-treasurer were added to the delegates.

Coun. Stairs moved that each delegate be allowed fifteen dollars for expenses.

In amendment Coun. Harry Smith asked that the delegates be asked to turn in expense accounts.

The amendment was carried.

PEDDLERS' LICENSES.

Coun. Pond again referred to the secretary-treasurer's salary and the charge of one dollar per license made by him for issuing peddlers' licenses. Coun. Pond maintained that the secretary-treasurer had agreed to take \$1,500 per year and charge no extras or take no legal fees.

Mr. Bliss said he objected to councillors getting up day after day and intimating that he (the secretary) was taking money from the county. He was not charging the county one cent more than \$1,500. He did not want to be paraded in the public press as a grafter. Some of these economical councillors were keeping the council in session at a salary of two dollars and a half a day per councillor to talk about a matter which amounted to three dollars in the course of a year.

COUN. POND AGAIN.

Coun. Pond repeated his statement. The county was entitled to the dollar charged for issuing each license. The secretary-treasurer was servant of the county and should not be paid fees for doing county business.

Coun. Harry Smith said the law charged the fee of one dollar and the secretary-treasurer could not give it to the county.

Mr. Bliss said that if the majority of the councillors wished him not to collect that sum of one dollar per license he would not. But he would not collect the dollar for the county.

After some further discussion, the secretary-treasurer said that in future he would not charge the one dollar per license.

Coun. Pond responded that if Mr. Bliss would not collect the sum of one dollar per license there might be another secretary who would. He had had something said to him (Pond) in the secretary's office that was not a very nice thing to be said to a councillor seeking information. However, there was not time to discuss that.

Coun. Brewer moved that in the opinion of the council the secretary-treasurer had acted in accordance with the law and that he be instructed to continue to act in the same way in the future.

Coun. Pat Graham and the secretary-treasurer had a sharp passage of words over the matter, the councillor saying that the sum of one dollar should not be collected by the secretary.

Mr. Carter—The claim of \$1,500 is unsettled?

Witness—Yes and it is little enough.

Mr. Carter—Assuming that you pay \$2 per acre for the land you will make a rather large profit.

Witness—Assuming that I don't. Commissioner Pringle did not consider this item of sufficient importance to follow any further and returned to the right-of-way by Pinder's mill.

Commissioner Pringle—Has the passing of the Southampton Railway by your mill, Mr. Pinder, increased your insurance?

Witness—Not as yet.

Commissioner Pringle—The railway was a great advantage to your mill business, was it not?

Witness—Yes.

CLAUDE McDONALD.

Mr. Carter then called Claude McDonald, who lives in this vicinity, to obtain an independent opinion as to the value of the right-of-way over Mr. Pinder's land. He was examined by Mr. Carter.

Mr. Carter—You know the land at Pinder where the railway went by the mill?

Witness—Yes.

Mr. Carter—What is your opinion as to its value per acre?

Witness—I could not say.

Mr. Carter—What is your opinion? Witness—It is a nice piece of land I should say \$50 per acre.

Mr. Pinder's claim allowed about

The Things that Count are the Things that Actually Take Place.

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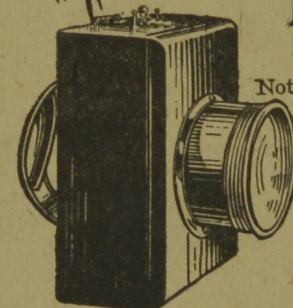
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