

The Daily Mail

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MR. FLEMMING'S POSITION

Premier Flemming is undoubtedly the greatest political four-flusher of modern times. He appeared before the royal commission at St. John on Tuesday in the capacity of a witness and was questioned in regard to payments alleged to have been made to him by A. R. Gould, J. H. Corbett and John Kennedy. He put on a bold front and refused to answer pertinent questions addressed to him by Mr. Carvell in regard to his hoodling transactions with Gould and Corbett. He could not even remember that he was in Moncton on the 18th of May, 1912, although the hotel register in court bore his signature. Mr. Gould, in his evidence, swore that he had never paid any money to Flemming out of Valley Railway funds. When the question as to whether or not he had received money from Gould was put to Flemming, he declined to answer it. He also refused to answer a similar question in regard to Corbett. In reference to the Kennedy 'payment' which is now in evidence, he admitted having received the money. Three times Mr. Carvell asked to have the premier of New Brunswick committed for contempt, but the commissioners refused to grant the application. Flemming's failure to deny that he was paid money by Corbett and Gould will be accepted by the average man as an admission that the charges made against him are well founded. If these men had not paid money to him, he would have said so.

The premier readily admitted that he had been paid \$2,000 by Contractor Kennedy, but he lost no time in explaining to the commissioners that the money was turned over for party purposes. His object in doing this was to drag his colleagues into the game with him and compel them to share the responsibility for the daring hold up. This bears out the report which has been in circulation for some time that Flemming does not intend to allow himself to be kicked out of the government. He is putting forward the claim that what he did was in the interests of "the party," and performed with the knowledge and consent of his colleagues and therefore they should stand by him. If Flemming's contention is right and his colleagues knew all about his various hoodling enterprises, all are equally guilty and must share the responsibility. If his colleagues, as they allege in private conversation, knew nothing about it, then they are a cheap outfit, grossly incompetent and should be kicked out of office. Flemming is too avaricious and dangerous a man to remain at the head of the government; his colleagues are too innocent, too confiding and too tight for the jobs they hold and should give way to better men. The whole batch of them should place their resignations in the hands of His Honor the Lieutenant Governor without waiting for the report of the royal commission.

ON THE SIDE

The German cruiser Leipzig is giving Canada's "tin pot navy" a wide berth.

The favorite song of Canadians returning from Europe is "Home, Sweet Home."

The only thing to depreciate in value since the war began is American currency.

Belgium is conceded the lightweight championship.

The steamship Aquilania has become a collier. How war does bring pride to the dust!

"Turkey Wavers on Brink of War." She had better grab something to steady herself, for if she falls in, she will drown.

Anyway, if the war does put the price of champagne up, there is a compensation—there'll be fewer headaches.

Those wonderful German victories

reported by wireless must come through hot air.

Premier Flemming has been getting a whole lot of undestorable notoriety of late.

The St. John Globe, which has always supported the local government hands this out to Premier Flemming:

"A public man cannot complain of a lack of public confidence when he finds it inconvenient to answer questions in a public enquiry because they would disclose private dealings between himself and those working on a public enterprise. Public men should be above suspicion."

SPECIAL—The proprietors of Zam-Buk have decided that although the price of drugs has been increased by the war, they will not increase the price of Zam-Buk. Difficulties of transportation, however, may arise, so householders are asked to lose no time in laying in a necessary stock of this handy remedy.

SPECIAL DISPLAY.

We have just received from Paris and London our new and wonderfully distinctive lines of Ladies' and Misses' Coats, Suits, Gowns and Evening Wraps. Our dress goods and silk departments are now replete with every novelty for the coming season. We extend to you our cordial invitation to inspect our large stock of European novelties. The Fred B. Edgcombe Co., Ltd.

CHEAP FARES FOR LABOR DAY

Via the Intercolonial Railway cheap fares will prevail for Labor Day. Tickets will be issued at single fare for the round trip on Sept. 7th, good for return the day following. Special excursion fares on Sept. 5, 6, and 7. Good for return Sept. 9, 10, and 11.

TROOPS AT VALCARTIER GETTING INTO SHAPE

Former Frederictonians Are Members of Western Regiments

A Fredericton man in camp with the troops at Valcartier writes as follows to a friend here:

"Innoculation for typhoid fever was begun on the 71st Battalion yesterday afternoon. It hit some of the boys hard. Some were groggy in a short time and have not yet recovered. I passed a hard night myself. The sickness is something like a severe attack of la grippe. There is to be a second inoculation later. Sore arms, which in some cases cannot be moved, are the order of the day."

"The medical examination of the men of this battalion began yesterday. The rejections are reported to be about ten per cent., the same as in other battalions. Issuing of under clothing, boots, camp kettles, etc., has already been done for part of the battalion. The second draft from Fredericton arrived last night and will help make up the deficiencies caused by rejection by the doctor."

"Several men well known in Fredericton are here in western corps. Roy Horncastle, who at one time worked in The Mail Office, is one. Frank McManinan and Ernest Feneity are others. Jack D. McDonald, who played hockey with the Fredericton Capitals in 1908, is also reported to be here."

"The western corps look little different from the others. A battalion drawn from various western cavalry regiments, is encamped next above us. One company from Red Deer, Alta., is in civilian clothes, and neckerchiefs and sombreros give it a typical western look and distinguish it from the others."

DEATH OF MRS. H. D. FENWICK.

The death of Mrs. Harriet A. Fenwick, widow of Matthew Fenwick of Apohaqui, Kings county, occurred yesterday at noon at the residence of her daughter, Mrs. (Dr.) G. C. VanWart, corner York and Brunswick streets. The deceased was taken ill in January while visiting her daughter but recovered from that illness a few months later. Her condition became worse about ten days ago. The late Mrs. Fenwick is survived by three sons, Rev. L. A. Fenwick of Ktawick, York county; W. A. Fenwick of North Easton, Mass., and George P. O. Fenwick of Edmonton, Alberta, and two daughters, Mrs. G. C. VanWart of this city, and Miss Lena Fenwick of Apohaqui. One brother, Capt. A. P. Owen of St. John, also survives. The remains were taken to Apohaqui on the 9:20 train this morning and the funeral will be held at that place tomorrow.

VALLEY RAILWAY PROBE

(Continued from page one.)

es a possible site but had received no instructions and made no provision in the work done so far. Personally he thought that Fredericton would be a more suitable place. Mr. Hill was allowed to stand down.

ROSS THOMPSON CALLED

Ross Thompson, managing director of the road, was then called to give details of future charges for general expenses.

Mr. Thompson said that an important feature upon which the total cost to complete the road would depend would be the arrangements for carrying their line through Fredericton. If they secure running rights over the C.P.R. this will be small; otherwise they will have to meet the cost of two miles of new road, including a very expensive right of way through Fredericton.

In reply to Judge Wells, the witness said that the present estimate of the amount required to complete the road is about \$100,000 greater than the estimate made in April.

The witness was unable to say to see the road completed from Gagetown to Centreville by October 15, when it would be taken over for operation by the I.C.R.

COST OF ROAD

Mr. Thompson presented a detailed statement of actual and estimated cost of the road completed. The actual expenditure to July 31, 1914, was \$1,059,515.15 and the estimate of the additional expenditure required as \$447,708.28, making a total of \$1,507,223.43.

To Mr. Teed the witness said that his previous estimate of the total cost was \$1,390,974.77.

Mr. Teed offered in evidence a letter from B. Hal Brown, of the Prudential Trust Company, explaining an expense voucher as the cost of a trip to London to arrange for a registration of the bonds, etc.

Mr. Carvell raised a question, without objecting, regarding the advisability of admitting this: "So far as I can recollect, when Mr. Brown was on the stand he said that his company made no charges except the profit they made on handling the funds. He would give very little evidence when he was here and now he starts to write letters. Of all the witnesses whom we had here there was none for whom I have less respect than B. Hal Brown."

Mr. Teed—I imagine the feeling may be mutual.

Mr. Carvell—Can you tell me why the books of the railway company are all in New York?

Witness—Because we have no office of the railway company in New Brunswick. Lisman & Company are the financial agents of the company, a member of that company was appointed treasurer and the books are kept by him.

Mr. Carvell pointed out that the trust mortgage provided that the books shall be kept open at all times for the inspection of the government, and asked if the government or their representatives had ever inspected the books?

Witness—Not that I know of.

Com. Fisher—It is a pity that we have not secured those books from New York.

Mr. Carvell—I feel that this commission and the government can secure the books.

Com. Fisher—What can we do?

Mr. Carvell—Instruct the directors to produce and if they do not do so, commit them to jail for contempt.

Chairman—The government could get the books very quickly by threatening to cut off the money if they do not produce them.

Mr. Carvell—If I am not very much mistaken a representative of the government has inspected them since this inquiry opened. I wonder what Mr. Fowler would say to that.

Mr. Fowler—I have not seen the books.

Mr. Carvell—I agree that the government could secure the books very promptly by cutting off the funds, but I feel this commission has not exercised its powers either regarding the production of these books or in compelling witnesses to answer questions.

Com. Fisher—We have stated in the most unequivocal manner that we feel that the books should be here.

Mr. Carvell—Yes, but the commissioners have stopped there.

Judge Wells—So you expect us to act on our own volition.

Mr. Carvell—I have not got much encouragement.

Mr. Fowler—Go ahead, make your motion now.

MR. CARVELL'S MOTION

Mr. Carvell—Your honors, I move that the directors be summoned here to be instructed to produce the books, and if they do not do so that they be committed for contempt.

The Chairman—But see what a position that would produce. The books are not under their control, and it would be difficult to prove that their failure was because of contempt.

Mr. Carvell—I thought that it would be the duty of this commission to secure the evidence, but I have been

(Continued on page five.)

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WHOLESALE The Hardware People RETAIL Domestic Sanitary and Heating Engineers.

MICHAEL KELLY WEDS.

Telegraph—A quiet and pleasing event took place last evening at the home of Mrs. Hoyt, St. Patrick street, the occasion being the marriage of her daughter, Miss Nellie Gertrude, to Michael Kelly, the well known blind orator and mental calculator. Rev. D. J. McPherson officiated. Among the useful gifts was a cut glass bowl from the Brussels Street Sunday School and a silver roll tray from the Lenior Mission Band.

Wanted

Young men earning less than \$70 monthly to take a Course in Railroad Telegraphy, Freight, Ticket and Baggage Instruction, which will enable us to secure you a steady position as Telegrapher or Agent on Canadian Pacific, Grand Trunk Pacific or St. John Valley Railways, with an increase in salary and splendid opportunities for advancement. Our equipment, 275 feet of miniature Railway Track, Trains, Stations and Signals, etc., which cost us over \$400. We will give you a \$75.00 Course in Freight, Ticket and Baggage Instruction FREE, providing you enter Fall Term Sept. 1st to 15. Write for Calendar, explaining full particulars.

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