

The Daily Mail

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JUSTICE AND POLITICS

There are two ways of administering justice under Conservative governments in Canada today. One is the Manitoba way: the other, the Ottawa way.

During the by-election in Macdonald Manitoba, over a year ago—with the administration of justice in the control of the Roblin government—Liberal organizers and canvassers were arrested on trumped up charges and faulty warrants, rushed into jail by Roblin constables, refused bail, refused access to counsel or friends and kept in jail until the election took place. Then they were set free without having had any opportunity of facing their accusers and clearing their names of the stain put upon them by arrest. That was the Manitoba way of administering justice.

The Ottawa way, under the Borden government, is somewhat different. A couple of examples as disclosed in the Commons will make clear the Ottawa method.

Something more than a year ago a Cape Breton man, Captain Andrew Landry, was convicted of forgery and sentenced to a year's imprisonment. Captain Landry was a Conservative in politics, a faithful supporter of J. A. Gillies, the defeated Conservative candidate in Richmond, N.S. That was very fortunate for Landry and he was released from jail by the minister of justice before he had served even a full month of his twelve months' term. Not only was he released but, as stated in the Commons a few days ago by George W. Kyte, the member for Richmond, on leaving jail, Landry was appointed to a position under the department of marine and fisheries.

The Landry case is one example. The second to be cited is the case of another Nova Scotian, Ronald Currie.

Not very long after the present government took office a charge of partisanship was preferred against a Nova Scotia customs officer who happened to be of Liberal political faith. An investigation was held by the government commissioner, Mr. Duchemin, and Currie gave evidence against the accused officer-holder. As a result of his evidence Currie was arrested on a charge of perjury. He was tried and found guilty. As a faithful Conservative he had all the assistance which the Nova Scotia Conservative Association could render him and his case was appealed first to the Supreme Court of Nova Scotia and then to the Supreme Court of Canada. Both courts upheld the conviction and Currie was taken to Dorchester Penitentiary to serve his sentence.

Like Captain Landry, however, Currie was very fortunate. He did not have to serve out his term. A month ago he walked out of the penitentiary a free man, released on suspended sentence by the minister of justice as the minister has admitted in the House of Commons.

This remarkable state of affairs more than justified the comments made upon it by members of the House. It justified Mr. Kyte in speaking as he did when he said:

"This is a thing that public opinion will cry out against. If the whole machinery of the law is to be so exercised that because they happen to be Conservatives the doors of the penitentiary are opened for persons who have been proved guilty of serious crimes, I say that a serious condition of affairs is arising in the history of this country. The minister of justice made no defence for the improper discharge of Landry from jail two years ago; neither is there any defence forthcoming for the discharge of Currie from the penitentiary a few weeks ago."

The Manitoba way is to arrest innocent Liberals on fake charges and bogus warrants. The Ottawa way, under the Borden government, is to release guilty Conservatives from jail and penitentiary.

The Flemming government is up against a very serious proposition and it is not to be wondered at that many of its supporters in the Legislature are wearing a troubled look. The government has shown gross incompetency in dealing with the Valley Railway question and the worst is yet to come. The various Boards of Trade along the St. John Valley should be on the alert. The Mail's suggestion that a conference should be held here this week has been well received. A telephone message would bring to the city representatives of the St. John, Woodstock, Meductic and Gagetown boards. There was never a better opportunity for these organizations to render a valuable service to the province.

Conservative editorial writers, pamphleteers and speakers are using the partisan Gutelius-Lynch-Staunton report to convey the impression that Canada is staggering under the enormous burden of interest charges on the N.T. R. construction cost. Hon. Dr. Reid, acting Minister of Railways, told the House of Commons the other day that of \$140,562,147 actually expended on the road, thus far, only \$41,966,880 has been raised by loans. The rest has been met out of revenue. When revenue pays for more than two-thirds of so large a national development work of permanent character, it hardly seems to be a case of the country "staggering" under his financial load.

Sir Charles Hibbert Tupper in a letter to the press criticizing the action of the McBride Government in guaranteeing bonds of the C. N. R., to the extent of \$5,000,000 refers to it as "a further throw of desperate gamblers who are unfortunately gambling with money not their own." There is a lesson in this which Premier Flemming should take to heart.

The local government has already paid out \$2,700,000 of the people's money to the St. John and Quebec Railway Company. In exchange for this we have a partially built railway beginning nowhere and ending nowhere.

When the searchlight is turned on all the transactions in connection with the Valley Railway, Mr. Pinder's little spur line, will, as a graft proposition, look like thirty cents in comparison with the big road.

\$12,000,000 FOR MAINE POTATOES

(Bangor News.)

From July 1 to March 1 the M.C. R. R. transported over their lines, 27,458 carloads of potatoes as compared with 19,028 carloads for the same period last season says C. E. Embree of the bureau of Marketing and Supplies. These shipments were divided as follows:—

	1914	1913
From central Maine	5,542	5,044
From Aroostook	16,134	10,678
From C. P. R.	5,682	3,306
	26,458	19,028

The increase in favor of 1914 is as follows: Central Maine, 598 cars, B. & A. points, 5456 cars, C. P. R., 2,376 cars, total increase, 8,430 cars. Figuring 600 bushels to the car, the total number of bushels in 1913 would be 11,416,000 and for 1914, 16,474,800 an increase in favor of 1914 of 5,058,000. These shipments do not take into account the shipments north over the C. P. R. or the shipments via Stockton. If 2,000,000 bushels is added for these two routes the total this season amounts to 18,474,800. If the estimate of 6,000,000 now in the hands of the growers and shippers is correct the total shipments for 1914 to 24,473,800 bushels.

The net price to the grocer will average about 50 cents the bushel, thus distributing throughout the state \$12,237,400. About one third of this amount will be returned to the fertilizer companies in payment of commercial fertilizer.

MARY FULLER AT GAIETY.

Mary Fuller, the popular little heroine of the "What Happened to Mary" scene, was seen at the Gaiety Theatre yesterday in the special two-part feature photoplay, "Alexia's Strategy," by Edison. This drama is brimful of intense interest and commands the closest attention from its audiences. This splendid offering will be repeated today. Tomorrow and Thursday will be known as "Vita-graph Night" at this popular theatre the entire program being composed of all feature Vitagraph comedies, comedy drama photoplays and dramas. All the well known stars such as Maurice Costello, John Bunny, Lillian Walker and others will be seen in different features.

STRONG RESOLUTIONS ON VALLEY RAILWAY

The Gagetown board of trade recently passed the following resolution.

Whereas the construction of the St. John Valley Railway by the route commonly known as the Maxwell survey from Gagetown to the city and port of St. John and for which legislative enactments have been passed by the provincial and dominion governments and contracts entered into between said governments and the construction company known as the St. John and Quebec Railway Company which route provides for the crossing of the St. John River at the Mistake, and the Kennebecasis river at or near Gondola Point via Rothesay to St. John, and

Whereas by this route with its connections the distance between St. John and Montreal will be greatly shortened over every other route (save the C. P. R.) and

Whereas, because of its easy grades and shorter distance, it is expected that the Valley Railway will be used by the Transcontinental and other lines that must necessarily find an ever open port with deep water terminus.

Therefore be it resolved that in the opinion of this Board of Trade no efforts should be spared to determine the best crossing of the St. John, and Kennebecasis rivers in the immediate vicinity of the Maxwell survey.

Another was adopted as follows:—Whereas it has been brought to the notice of this board of trade that probably a request will be made to the Legislative Assembly of New Brunswick at the present session for an additional bond guarantee of \$10,000 per mile by the present construction company known as the St. John and Quebec Railway Company, and

Whereas the present guarantee of bonds of \$25,000 per mile and the dominion subsidy of \$6,400 per mile was carefully considered by both provincial and dominion governments as being sufficient and a contract on this basis having been entered into, for the construction of said railway, and

Whereas it appears to us that the combined sum of \$31,400 per mile should be sufficient for construction of said railway

Therefore resolved that according to the statement officially made by Dr. Landry the provincial secretary-treasurer that already bonds to the amount of \$2,728,573 which with the amount of the dominion subsidy granted by the dominion government of \$6,400 per mile would make a total of upwards of \$3,500,000, therefore it would seem unnecessary for a further guarantee to be made without the most serious consideration on the part of the government and the fullest publicity of the expenditure on the part of the company who at the time the contract was awarded were reported to be willing to spend \$1,000,000 or more of their own money in construction of the railway.

Promoter Tom O'Rourke of New York has signed Al Wolgast for three bouts at his club.

DO CORNS LEAD TO CANCER

As yet this has not been proved, but interested parties will find nothing better for corns than Putnam's Corn Extractor, 25c. at all dealers.

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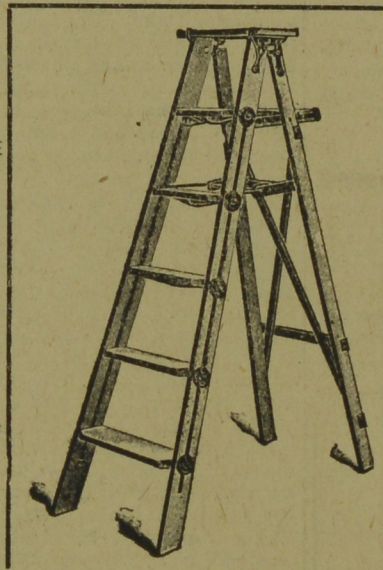
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