

## The Daily Mail

Published every afternoon (except Sunday) at 613 Queen Street, Fredericton, by THE MAIL PRINTING COMPANY.

Telephone No. 1111 and 1112

Fredericton, N. B., May 2, 1914.

TWENTY-SIX DAYS HAVE ELAPSED SINCE MR. DUGAL FORMULATED VERY GRAVE CHARGES AGAINST THE PREMIER OF THIS PROVINCE AND A COMMISSION TO INVESTIGATE THE SAME HAS NOT YET BEEN APPOINTED. WHAT IS THE REASON FOR ALL THIS DELAY?

### SHAM INDEPENDENCE

The Victoria County News, which masquerades as an independent paper says that it has been asked by a subscriber at Grand Falls to reproduce an article from The Fredericton Mail, dealing with a circular about the Valley Railway which Mr. J. L. White, M. P. P., in a fit of exuberance recently had distributed among the people of Victoria County. The News being apparently desirous of withholding the truth from its readers, declined to comply with its subscriber's very reasonable request. In view of the fact that the News is the mouthpiece of Mr. Titus J. Carter "the buffoon of the Legislature" its action is not surprising. The object of The News and Mr. Carter is to deceive the people of Victoria County concerning the Valley Railway. They know that it is true as stated in The Mail, that the Federal subsidy for the Andover-Grand Falls section of the road was withdrawn more than a year ago, but The News has never given this information to its readers, nor was there any mention of it in the report of Mr. Carter's long winded harangue which it recently published, although Premier Fleming in reply to an opposition enquiry, admitted that the report was correct. Mr. J. L. White, M. P. P., in his circular stated that the road would not tie up with the C. P. R. at either end. The Mail stated that the road would tie up with the C. P. R. at Andover and it has no hesitation in repeating the statement. Why only last week, Mr. Gould made the statement under oath in St. John that it was through the influence of a C. P. R. official that he procured the contract. No mention of this fact has been made by the News which is further evidence of its desire to conceal the truth from its readers. It would be an unfortunate thing for the people of Victoria County if they had to depend on a newspaper of sham independence controlled by Mr. Titus J. Carter for their information on public affairs.

### SHIP-BUILDING TRIUMPH

The largest lake freighter in the world was launched at Port Arthur on April 14th, six months after the keel was laid. Between the time of the keel-laying and the date of launching upwards of five thousand tons of steel were used in the vessel's construction and employment was given to four hundred men. In length the freighter would overlap a dreadnought by two hundred feet.

Canadian workmen using as far as possible Canadian material, have built the world's giant freighter. Directly, the building of the vessel has given employment to four hundred men; indirectly it provided work for many hundreds more who were engaged in the production of the steel and other materials entering into the construction of such a ship.

Yet Premier Borden and his associates and supporters have ridiculed the suggestion that Canada could undertake the construction of naval ships. These advocates of the "Canada Can't" idea have laughed at the Liberal belief that it would be possible for the Dominion to build cruisers and other similar vessels. They have denounced the Liberal policy of building in Canada, as far as possible, out of Canadian material by Canadian labor. They have condemned this policy with which there would necessarily go provision for the establishment of great Canadian shipyards both on the Atlantic and Pacific coasts.

The launching of the world's largest lake freighter from a Canadian yard throws into relief the "little

Canadianism" of those who "deny Canadian ability in ship-building. The figures which show the quantity of material used in the construction of this vessel and the number of wage-earners to whom employment was given would suggest the great benefit to Canadian industries and Canadian artisans which would flow from the adoption of the Liberal policy under which the construction of cruisers and like vessels would be actively taken up in the Dominion. Under Mr. Borden's policy of "contribution" however, Canadian money for naval purposes would not be spent in Canada, but for materials and wages in another part of the Empire.

### THE PRICE OF FLOUR

The Minister of Trade and Commerce, Hon. George E. Foster unwittingly emphasized in the Commons recently the main argument of Liberalism for free flour. Sir Wilfrid Laurier had quoted figures in the House showing that the millers of Canada were selling flour in the home market at the present time for from \$5.30 to \$5.40 per barrel. They were selling the same flour in London for \$4.70 per barrel. Mr. Foster, in seeking to combat this argument quoted figures from what was apparently an official document, to show that the price in London was from \$6.33 to \$6.81 per barrel. Perhaps Mr. Foster did not intend to mislead the House intentionally but when challenged by the Liberals as to his basis of comparison he had finally to admit that he had been comparing the English prices per sack of 280 pounds with the Canadian price per barrel of 196 pounds. When the reluctant correction was made it was shown that even on Mr. Foster's figures Canadian flour, which sold in Toronto, for \$5.30 per barrel, was sold in London for \$4.80 per barrel. Mr. Foster did not pursue further the argument that the millers must have protection and that it would be ruinous to the Canadian milling industry to give free trade in wheat and wheat products.

The single tax advocate who lately visited the city, seems to have made quite a lot of converts, especially among real estate owners. He proposed to divide the city into sixty-one thousand lots and tax them on a basis of \$2 each. The fact that the University owns 3600 acres of forest land, or about 25,000 lots, within the city limits, may slightly interfere with the working out of this single taxer's plan.

It was announced in the Tory press a few days ago that Premier Fleming had decided to take an ocean voyage for the benefit of his health. The premier changed his mind and went to New York instead.

The Attorney General and the Minister of Agriculture seem to be the only members of the Fleming Government who are attending to business these days.

The Fleming Government appears to be in a hurry to have that graft investigation called on.

### SOME THINGS WE KNOW

That winter is still lingering in the lap of spring.

This sort of weather is helping out the picture houses.

That the little mix-up over the mayoralty question is due to the fact that some people staked their money on the wrong horse.

That a Fredericton man recently contracted chicken pox from a brown tail-moth exterminator.

That the civic officials who have not had a salary increase are not in the fashion.

That the freshest brought a good supply of fire wood down river this year but the catchers were not on hand.

That the veteran police magistrate is going to hold his job until a successor is appointed.

That there is some difference of opinion as to who that successor will be.

That owing to the scarcity of houses there was less moving done this year than usual.

That the small boys are waiting anxiously for the first smelt to put in an appearance.

That quite extensive logging operations are now going on in Scully's Grove.

That the acting premier has not yet been officially informed that there is a split in the party in York.

That the new caretaker of the railway bridge put one over on the boys.

That the Marysville town council is going to grapple with the street lighting question same day.

That Fredericton has more brass hands in summer than it has in winter.

### BRANCH LINES BILL

(Continued from page one.)

cialities. Mr. Chrischold declared that all the other municipalities from Montreal to Sydney had been recouped for any sums they had spent in connection with the construction of these roads in pre-Confederation days. He asked the federal government to give favorable consideration now to the claims of the municipalities still unrecouped.

Hon. Dr. Reid, while not committing himself as to the justice of the claim, noted that the question was an old one which had been before the late government many times, but it had not been dealt with by them. The matter, however, was one worthy of consideration.

In reply to a plea from E.M. MacDonald that the report of General Gutelius in regard to the Pictou cut-off be adopted and that a permanent new bridge be constructed from Pictou to Pictou Landing, the minister intimated that an item would be put in the supplementary estimates to carry out the recommendation of Mr. Gutelius.

### MONCTON-HALIFAX SECTION

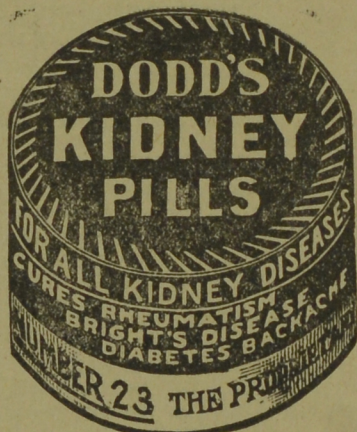
In reply to J. H. Sinclair, who supported Mr. Chrischold's plea for the municipalities and who asked for definite information as to whether the government would act upon the recommendation of Mr. Gutelius for the general improvement of the line from Moncton to Halifax with the elimination of heavy grades and the construction of the line in part at least, Hon. Dr. Reid said that all reports and surveys in this connection would be brought down in the house on Tuesday next. He added that he knew that the minister of railways, Hon. Frank Cochrane, was in favor of eliminating the heavy grades and had endorsed in a large measure, at least, the recommendation of Mr. Gutelius for the standardization of the road from Moncton to Sydney.

D. D. McKenzie, while urging improvements to the I.C.R. in Cape Breton, interjected the remark that he understood Dr. Reid was to be the next minister of railways.

"I hope not," replied Dr. Reid, referring to the heavy duties of the position.

The house adjourned at a comparatively early hour after passing three items of the Intercolonial estimates.

Huerta releases Dr. Ryan. Mexico City dispatches assert that the Partridge armistice has been signed. Carranza continues fighting with no neutral zone but promises not to molest Tampico oil properties.



### GO AT YOUR HOUSECLEANING RIGHT

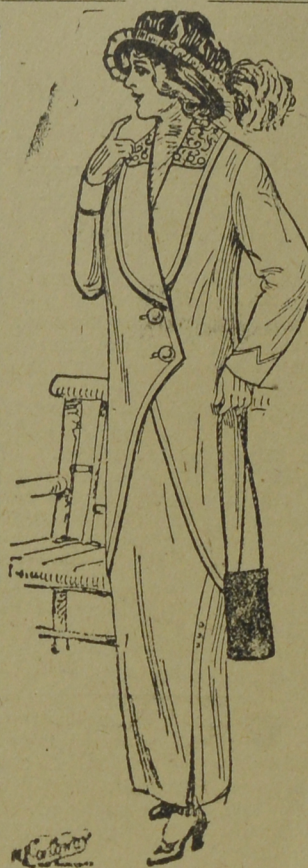
The task of housecleaning is no longer a task, but becomes a pleasure, when you plan your work, and attack your housecleaning problems with the right kind of helps. Let us supply you with the proper disinfectants, cleaners, and household brighteners, we have any help you need, Silver Polish, Chamois Skins, Gold Pail Powdered Borax, Strong Ammonia, Fumigators, Sponges. Also protect your Winter Garments by using Camphor Flakes, and other Moth preventives.

### HUNT & MacDONALD

### DRIVING SHOES

All the Latest Styles including the Famous Moosehead Brand Oil Tan Driving Shoe.

H. S. CAMPBELL SHOEMAN



### Unsurpassing Styles for the Smart Dressed Woman

TAILORED SUITS and GOWNS--Each one a perfect model, guaranteed for Fit and quality at the Lowest Prices.

### Special Offerings of Suits, Coats and One Piece Dresses

Ask to see this Lot at \$17.50

Other Styles and Makes displayed up to \$30.00.



Ask to see this Lot at \$17.50

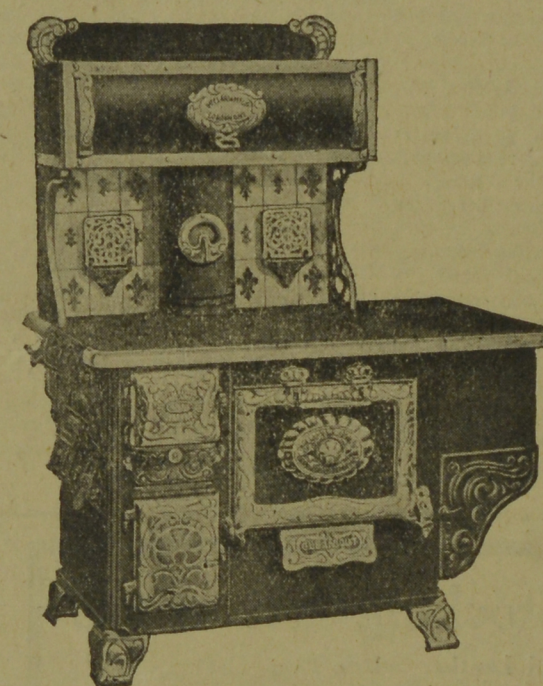
Other Styles and Makes displayed up to \$30.00.

The Centre for Ladies' Stylish Garments : INVESTIGATE :

### JOHN J. WEDDALL & SON

Agents for Pictorial Review Patterns.

### McClary's Famous Ranges



### The Three Leaders SASK-ALTA, PANDORA, KOOTENAY.

The ranges that save Work, Worry and Money.

The name McClary's stands for Quality and we recommend these ranges however we have cheaper ranges if you wish them.

Be sure and call and go through our store room before buying elsewhere.

### R. CHESTNUT & SONS

WHOLESALE The Hardware People RETAIL Domestic Sanitary and Heating Engineers.

### GET THE CLEAN-UP PAINT-UP SPIRIT

Just make your Home, Garden and Lawn reflect the spirit of personal pride.

We have in Stock a large assortment of CLEAN-UP SUPPLIES

INCLUDING :

MAPLE LEAF PAINTS  
CEDAR MOPS  
GARDEN RAKES

Everything you need for the House Cleaning Season will be found at this store.

### LAWLOR & CAIN

Hardware of All Kinds

Headquarters for the Brighton Club

OPP POST OFFICE - PHONE 264-11