

## The Daily Mail

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DONALD FRASER.....President

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THE MAIL PUBLISHING COMPANY, Ltd.

Fredericton, N. B., April 24, 1912

### THE CRAFTERS DISAPPOINTED

That class of small bore Tory politicians who follow the lead of Hon. J. Kidd Flemming and are known to be in the game for what they can get out of it, are certainly having their own troubles these days. A number of them attended a party caucus at the Barker House on Saturday and succeeded in stirring up the biggest kind of rumpus ever witnessed at a political gathering in this city. Many people who take an interest in matters political have been wondering what the row was all about. They were well aware of the fact that things had not gone well with Premier Flemming and his colleagues during the recent session of the Legislature, they knew that the misfit administration had been unmercifully hammered by the opposition; they knew that several members had threatened to resign their seats, and they knew that one member had openly revolted but they were loath to believe these matters, although serious enough, furnished justification for a three hours scrap in caucus.

It was not until the local organ of the grafters made its appearance last evening with an editorial vigorously knocking the St. John and Quebec Railway Company that a solution was found. The graft organ's message, read between the lines, plainly stated that the Flemming ship of state had crashed into a berg which its Captain had failed to notice and with the crew in a state of mutiny is in grave danger of going to the bottom with all hands.

To say that the article in question was received with astonishment would be putting it rather mildly. To those who take their politics from the graft organ and know little of what is going on behind the scenes, it came like a bolt from the blue. They had been told time and again by the organ that the Flemming government before entering into a contract for the construction of the St. John Valley Railway had thoroughly investigated the financial standing of Mr. A. R. Gould and his associates and had taken every precaution to safeguard the public interests. They had read in the organ's columns a report of the flamboyant speech of Hon. H. F. McLeod delivered at the Presque Isle banquet in which he lauded Mr. Gould to the skies as one of the greatest railway men of the age.

They had also been told by the organ times without number of the heaven born statesmanship of Premier Flemming until they must have wondered how one small head could carry all he knew. And now in the face of all this to be informed by this great moulder of public opinion in effect that this same Premier Flemming and his government have been gold bricked by the St. John and Quebec Railway, it is not much wonder their faith in mankind has received a rude jolt?

But to return to the back organ's tale of woe. One must go back to the lamentations of Jeremiah as recorded in Holy writ to find a parallel case. After a general reference to Mr. Gould and his company the organ which speaks with the full authority of the grafter element, propounds as follows:

"The contract provides that the work of construction on this road be commenced no later than May 1st, of this year, which is tomorrow week and this is also made a provision in the contract with Mr. Gould's Company. This does not mean that one or two dump carts and a small crew of men are to be started to break ground on one or two ten mile sections with the balance left to the merry of uncertain or unsettled financial arrangements."

Unsettled financial arrangements,

says the graft organ. Ah! there's the rub; there is the key of the whole situation. That is the reason Mr. Gould is being knocked today by the mouthpiece of the administration. Such frankness 'on the part of the graft organ is as refreshing as it is amusing. Mr. Gould has apparently ignored the fact that there is an election pending in New Brunswick and that the government has been depending upon him to provide the major portion of the boodle fund. Can it be that he has disappointed them? If so there is method in the organ's madness.

After dealing with the "unsettled financial arrangements" the organ goes on to say:

"The spirit of the contract requires that a comprehensive scheme for construction work be made effective no later than May 1st, that operations begin on that date on a scale reasonably commensurate with the magnitude of the work to be undertaken, and it is a work of great magnitude, second only to the Transcontinental in this province."

What is probably meant by a "comprehensive scheme for construction work" is one which will give the various political construction companies formed since last October a chance to participate in the work and share in the spoils. If Mr. Gould can do this the chances are that there will be no further kick.

But the organ sagely remarks:

"Is Mr. Gould's company ready? Has Mr. Gould, as a matter of fact, made any substantial progress within the last four months? We were told that the Corbett Construction Company were likely to get the contract for the Fredericton-Gagetown section, and the statement has been repeated a half dozen times since; and if we are to judge from the statement of Mr. Gould, even this solitary contract has not yet been signed. We need not be here interested in the apparently authenticated rumors of an effort to increase the distance between Fredericton and Woodstock by five miles, and between Fredericton and St. John by ten miles, so as to cheapen the cost of construction to the contractor at the expense of the country, for the government will not permit any such unjustifiable deviation from the original plans. If farmers have themselves cleared the right of way through their own property, the announcement by the engineer in chief that a contract has been let for the work and that it is proceeding, very satisfactorily, is not likely in itself to inspire hope that the contractor has put himself in a position to seriously undertake the terms of his contract."

If Mr. Gould is able to increase the distance between Fredericton and Woodstock by five miles and the distance between Fredericton and St. John by ten miles, he ought to be able to make a fairly generous contribution to the Tory boodle fund. It will strike the ordinary plebeian as rather strange why a man possessing such wonderful powers should strenuously object to permitting himself to be held up by Tory grafters. It certainly does not look as if he were anxious to court the favor of some people.

For fear that he does not correctly understand the situation, Mr. Gould is reminded by the organ that:

"The people of this province are paying for the big end of this undertaking. They are investing a much larger amount per mile than they ever put into any other railway built to serve the public interests. We have a government that is fully determined to insist not only on an adequate return for this investment in the shape of a well constructed modern roadbed, well stationed and well equipped, but who are also determined that the work will be seriously commended strictly in keeping with the time and terms of the contract, and pushed to completion without unnecessary or unreasonable delay."

Government organs have repeatedly stated that the public interests were carefully safeguarded, so we presume that it is the intention of Mr. Gould to build a "well constructed, modern roadbed, well stationed and well equipped." He should certainly be given a chance to carry out his contract and if he does not see fit to pay tribute to Tory grafters the public will have no right to complain.

The graft organ seems to have a premonition that there is going to be a hitch of some kind, and in concluding its article it hands out to Mr. Gould this solemn warning:

"There has already been considerable uneasiness manifested by friends of the government because of the apparent slowness or inactivity of the contracting company. It cannot be reasoned that with such complete plans as the company were given to follow, with the terms of the contract so clear and unmistakable in meaning, there could be pretext or opportunity for delay. But the public need have no fear. The work will be proceeded with at an early day and pushed forward rapidly. The

government will see to that. If the contracting company have "fallen down" in their arrangements—we do not know that they have; that will be determined in a few days—there are highly respected firms well equipped for such an undertaking, ready and anxious to sign a contract and to proceed at once."

"When the first day of May arrives the government will very emphatically settle any questions that may have arisen in the public mind through the apparently unsatisfactory conditions in the preliminary arrangements as to the contracting company's ability or inability. Our government are fully determined to brook no unnecessary delay, and will see to it that every provision in the contract is carried out to the letter."

When the organ says there has been considerable uneasiness manifested by friends of the government over this Valley Railway business it states what is true but it does not go far enough. The organ of course speaks only for the grafter element who are decidedly uneasy as to where they are going to ring in for a share of the loaves and fishes. The public will heartily support Mr. Gould if he freezes out this element entirely. But there is an uneasiness on the part of a larger section of the people which is deserving of more consideration and is undoubtedly well grounded. They are uneasy because they have reason to believe that the government has no intention of establishing a connection with the G. F. P. at Grand Falls and they have reason to fear that the government is endeavoring to play into the hands of the C.P.R. If Premier Flemming could only remove the suspicion that lurks in the public mind along the lines we have indicated the uneasiness felt by certain grafters and their newspapers would not be a matter of much concern to the public.

### PERSONAL

Mr. Sterling Thompson has arrived home from Halifax where he was attending the Presbyterian Theological College.

Miss Christina MacCormack will leave this evening for Edmonton, Alta., where she will locate.

### PROPERTIES WORTH INVESTIGATING

UNIVERSITY AVENUE—Freehold lot 46 x 265, good surroundings. A snap \$525.00

UNIVERSITY AVENUE—Free hold lot 52 x 100, next to Hazen House [so called] price - \$1200

KING STREET—Lease hold lot with two storey Wood Working Factory (30x60), with two storey Brick Boiler House including 20 H. P. Boiler, Factory and upper part of Boiler House fitted to heat with steam and all wired for Electric Light, two storey Lumber Shed. Price \$3000

Lease hold lot with mill and mill machinery including rotary on good mill sight adjoining public wharf on main river and deep water. Excellent stand for local trade and export. Price \$1000

Court House Square—Freehold lot (60x60) on the north side of Court House Square. Corner Lot. Price \$1200.00

GIBSON—Business stand with Dwelling in connection in good condition. House contains 10 rooms; good cellar, furnace and water. Good Business Stand for enterprising man. Price \$4000.00

### PROPERTIES WANTED

City free hold property centrally located with house and barn in good repair, containing eight to ten rooms electric light and sewerage connections.

City freehold lot 50 x 60 feet wide to cost not more than \$200.00

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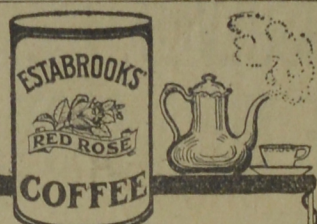
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**Red Rose Coffee**

### ANTHRACITE MINERS

WILL GET AN INCREASE

New York, April 23.—Committees representing the anthracite miners and operators will hold another conference this afternoon. It is hoped that the miners' committee will not need to meet again. As stated yesterday an agreement has been reached on essential points of difference, providing five per cent. increase in wages and indirect recognition of union.

Mr. F. H. Tingley of St. John was in the city to attend the Engineers' Dance.

## Follow the Crowd to Weddall's Big Curtain Sale

To-Day, Wednesday at 9.30 and Thurs.

will be placed on sale at greatly reduced prices, comprising Nottingham Swiss Applique, Novelty Brussels Net, Marie Antoinette, French Net, Bobbinet, etc.

At the sale you can get Curtains from 39c. pair to \$12.00 pair.

Also, 1 piece FILLED BOBBINET, regular 35c. yard for 19c. yard.

FILLED MUSLINS at 14, 17 and 19 cents per yard.

REVERSIBLE SCRIMS, 25c. quality, only 19c.

REVERSIBLE SCRIMS, 35c. quality, only 25c.

36 in. COLORED CURTAIN MUSLINS, fast colors, 12½c. per yard.

25 only BEST CARPET WHIPS, just 19c. each.

4 ft. OAK and CHERRY RODS, 2 for 25c.

GOOD STRONG EXTENSION RODS, 5c. each.

will also be allowed off our complete stock of Curtains and Curtain Materials during this sale.

This will afford a splendid opportunity for all housekeepers, as every home will need something in Curtains and you will see here the finest assortment ever shown in the city.

SALE STARTS TODAY AT 9.30.

CASH Only and no Goods on Approval

**JOHN J. WEDDALL & SON**

The Curtain People

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Model 504

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Both models are fitted with Hercules Coaster Brake. See them or send for catalogue

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### BURPEE'S SEEDS THAT GROW

A full line of these celebrated seeds now in stock. I am sole agent and representative of W. Atter Burpee & Co. in Fredericton. They will positively not sell any other seed dealers in Fredericton. Other dealers requiring these seeds have to place their order through some outside wholesale house to whom Burpee sells.

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WHOLESALE and RETAIL

Agent for Saturday Night Post and Ladies' Home Journal

**D. H. CROWLEY** opp. Mail Office.

It is said that in the sandy deserts of Arabia whirling winds excavate pits two hundred feet in depth, and extending down to the harder stratum on which the great bed of sand rests. Thomas E. Shea is soon to present in vaudeville a new sketch called "The Run on the Bank."

**Electric Restorer for Men**  
Phosphonol restores every nerve in the body to its proper tension; restores vim and vitality. Premature decay and all sexual weakness averted at once. Phosphonol will make you a new man. Price \$3 a box, or two for \$5. Mailed to any address. The Seebell Drug Co., St. Catharines, Ont.

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