

Carriages and Express Wagons

Our own make and from the factory that has supplied us ever since we have been in business. Our purpose is to sell only good, reliable work and we can refer to hundreds of satisfied customers.

The following is from a letter just lately received:
"St. John, N. B., May 9, 1910.

Messrs. J. Clark & Son, Fredericton, N. B.:
Gentlemen:—

The carriage arrived at our home on Saturday afternoon and each of the members of my family were delighted with it, and personally, I agree with their views.
It affords me much pleasure to hand you a check for the amount due."

We have a large stock to select from.

J. CLARK & SON FREDERICTON and ST. JOHN

WALL PAPER

New Patterns are now in

IT WILL REPAY YOU TO LOOK OVER OUR SAMPLE BOOKS IF YOU HAVE SOME PAPERING TO DO THIS SPRING

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Look! Look! Look!

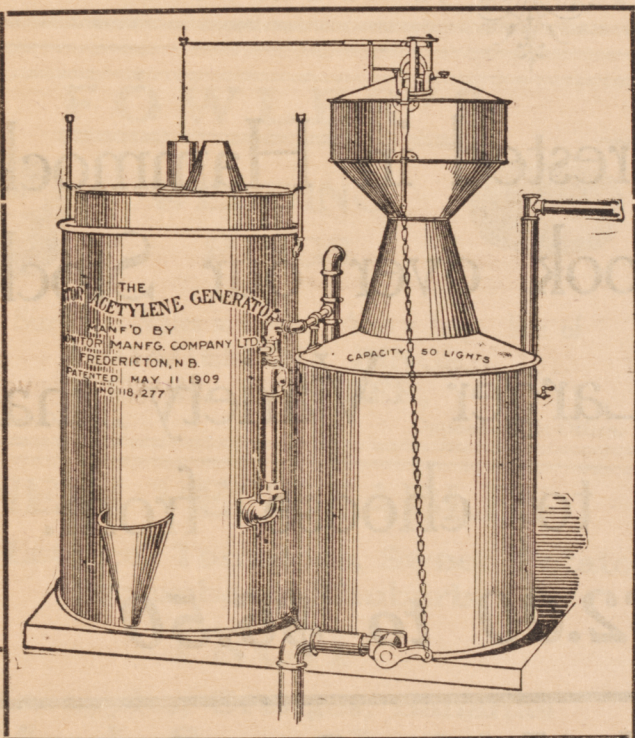
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For One Week only

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E. P. Baker Piano and Music Co.

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Features of The Monitor Generator—Cleanliness, Safety, Economy, Odorless, Easy to Charge, Perfectly Automatic. All day service. Guaranteed to give Perfect Satisfaction.

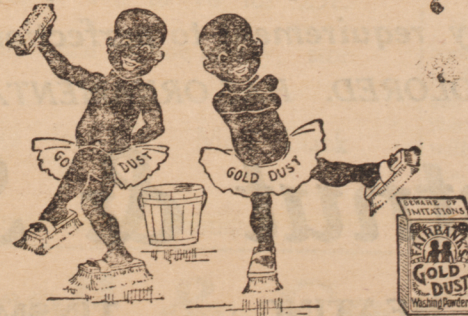
The Monitor Manufacturing Co. Ltd.

FREDERICTON, N. B. WESTMORLAND STREET

Give your servants **GOLD DUST** to clean with, treat them rightly and you will have few occasions to insert a "help wanted" ad

They say a good workman is known by his tools. You cannot expect your maid to keep everything ship-shape unless you give her every modern help. To keep house without **GOLD DUST** is to do work by hard, old-fashioned methods. For cleaning everything and anything about the house—from cellar to attic—**GOLD DUST** is worth its weight in gold. It cuts grease and dirt like magic, does away with scouring and scrubbing, and saves time and tempers.

Your servant can do more and better work and keep sweet with the aid of **GOLD DUST** in all household cleaning.



Made by **THE N. K. FAIRBANK COMPANY**
Makers of FAIRY SOAP, the oval cake.

TRANSFORMING THE PRAIRIE

By Means of Irrigation 6000 Square Miles of Rolling Prairie is Now Being Turned into Flourishing Homesteads—2900 Miles of Canals Distribute Water Over a Vast Area of Land That Was Formerly Parched and Dry—Towns Are Springing up in All Directions and Prosperity Reigns Everywhere.

Out in the Canadian West there is going forward an engineering work that has no parallel on the American Continent. Those who conceived this work are building to themselves an imperishable monument of thousands of homes covering an area of many thousand square miles of a territory where not so many generations ago the Indian and the buffalo and their successors, the rancher and his horses and cattle, held undisputed sway. Lying just east of Calgary, Alberta, there is a block of land, 40 by 150 miles, and containing three million acres, originally granted to the Canadian Pacific Railway Company by the Dominion Government when the pioneer Canadian transcontinental road was being constructed through the West. Through this block the company is building a system of irrigation canals that will eventually bring at least one-half the area under a constant supply of water.

Now, it is by no means contended that this portion of Alberta is a desert or that it has ever failed to reward the farmer with due returns for his labor. It was claimed, however, by those who investigated conditions there that under a system of elaborate and scientific irrigation land would be rendered much more valuable, the yield more dependable, and that in consequence settlers would be attracted thither in great numbers. Prior to the inception of the great project the district was occupied by a few stunted towns, a handful of isolated homesteaders and roving bands of cattle and horses. It was practically utilized only as a grazing ground for the ever-moving herds and droves of the settlers. The change that has since taken place is ample proof of the wise foresight of the man who conceived the plan. Now the towns are populous and active, and the country round about has become a huge checker-board of farms, each cultivated to the limit and occupied by substantial and prosperous-looking buildings. On every hand the visitor gets the impression that industrious development is getting the uttermost farthing of return from the natural resources of the whole area.

The water supply for the system is taken from the Bow River, whose source is in the Great Divide, well up in the heart of the Rockies amid peaks covered with perpetual snow. Here in the deep and rugged chasms is the home of the glacier and the source of an inexhaustible water supply—the provision of winter for summer's need. The execution of the project for the distribution of this water was rendered feasible by the fact that the banks of the Bow River are not deep-cut below the plain, that its course takes it near the lands to be irrigated, and that, even at times of very low water, the supply is more than double the demand. It should be noted that here in Canada all the waterways belong to the Crown, and are under the immediate supervision of the authorities; they are measured and meted out by Government officials, so that the title to the water is as secure as that to the land, and the one cannot be alienated from the other.

Speaking more particularly, the great tract that is being irrigated by the Canadian Pacific Company lies in Southern Alberta, between Calgary and Medicine Hat. The Red Deer River bounds it on the north; to the south flows the Bow River, and through its very centre runs the great transcontinental road. The plain has a natural inclination from east to west of some 1100 ft., so that the operation of secondary canals and ditches thereon is a comparatively easy matter. The headgates of the main canal are on the Bow River, two miles east of Calgary. This canal, which is seventeen miles long, has a width of 60 ft. at the bottom and 120 ft. at the water level carrying 10 ft. of water. It terminates in a natural reservoir three miles wide, and 40 ft. deep. From this reservoir extend the secondary canals. "A," "B," and "C" each of which is 30 ft. wide at the bottom, and 60 ft. at the water level, carrying 8 ft. of water. They have a total combined length of 150 miles. From these secondary canals have been constructed the distributing ditches, which score the plain in all directions. Main and secondary canals and distributing ditches aggregate a total length of almost 1000 miles of water channels, the laterals built by the farmers not being counted in.

Some slight idea of the magnitude of the work of constructing this system may be gathered from the following figures. The total excavation in the main canal of the western section approximately 2,500,000 cubic yards; secondary canals "A," "B," and "C," about 5,000,000 cubic yards; the Inaja palm of the Amazon country has leaves which reach a length of from 30 to 50 feet, and a breadth of from 10 to 12 feet.

cubic yards. At one point it was necessary to cut away the top of a jutting cliff, 1000 ft. long, 180 ft. wide, and 100 ft. deep. If the same proportion of mileage and excavation obtains in extending the irrigation section through the other portions of the block, the scheme will ultimately embrace a total of 2900 miles of canals, representing the excavation of about 25,000,000 cubic yards of material. It is deserving of mention here that when the water was first let into the main canal, although only two of the twenty headgates were opened, and the flow, therefore, only one-tenth of that possible, the water had reached the extreme end of the canal, a distance of seventeen miles, in the comparatively short time of forty-six hours, and the difference of level between the intake and the end of the canal was only one inch, a splendid tribute to the care and capacity of the engineers in charge.

A new departure has been made in the distribution of the water to the various farms comprised within the irrigated section. The general plan in most other extensive irrigation projects has been to carry the water in the secondary canal or ditch to a point near some large area that was to be irrigated and then leave the ultimate distribution of the water to the farmers, who usually combined to dig and maintain the ditches to their own farms at their own expense. The Canadian Pacific Railway, however, carries the distributing channels direct to each individual farm, and the only trouble or expense the farmer is put to is that of constructing the short and comparatively inexpensive materials necessary for conducting the water to the various parts of his holding.

It is of interest to note that the water is being supplied to the farmer at fifty cents per acre per annum, the duty being one cubic foot per second, flowing continuously, for 150 acres. In selling irrigable lands, an allowance of 10 per cent. of the total area is made for space to be occupied by farm buildings, etc. The wonderful possibilities of the irrigation of land in Southern Alberta have been amply proven by experimental farms in various parts of this great block, and the practical farmer has seen enough satisfactory results on his own section to convince him that his ultimate profit therefrom will be great beyond all comparison with the small initial cost.

The abundant water supply, the easy slope of the land, the rich level country through which the great canal runs, the possibilities in this region of the most diversified farming, the happy combination of grazing and irrigable lands in the same quarter section, the absolute security of the water right from the Crown—these all make a combination of conditions that promises a bright future for the irrigated section of Alberta. This great project of the Canadian Pacific Railway Company will bear comparison with the most ambitious irrigation undertakings of the world. It totally eclipses even the irrigation scheme of Egypt from Cairo to the First Cataract of the Nile.

SLEEPING BERTH SYSTEM LIKELY TO BE CHANGED

Ottawa, June 2.—It seems probable that the present system of reserving sleeping car berths in advance without making payment will be abolished, when the Railway Commission meets to consider this question, and also that of reducing sleeping car rates, towards the end of next month.

The railways are at present conducting negotiations for the abolition of berth reservations, and if all agree, as it is probable they will, to the change, it will be decided on without protest. The present system allows an intending passenger by an evening train to call up the company on the 'phone with no deposit of cash. The berth is held secure for him, and if the berths are all reserved, an applicant with cash in his hand is unable to ascertain whether or not he may travel by sleeper till three o'clock, when reservations are cancelled. Judge Mabey, chairman of the Railway Commission at its last session in Toronto, made the suggestion that the allowance of reservations was not a good thing, and no objection was raised by any of the railway representatives present.

There are a number of interesting species of palms in Liberia, but the more important are the fan palm, the coconut palm and the oil palm. Palm trees have the largest leaves. The Inaja palm of the Amazon country has leaves which reach a length of from 30 to 50 feet, and a breadth of from 10 to 12 feet.

THE POLITICAL OUTLOOK HELD HAVE CHANGED

New York, June 1.—A London cable to the Tribune says:—Carping Radicals are lamenting the absence of the Prime Minister on a yachting cruise, by which the government is left without leadership until the reassembling of parliament next month. They assert that a strong hand is needed at the helm to keep the ship off the rocks, and that there are already signs of a mutinous temper among the coalition groups. This is true, but the Prime Minister is only mortal and his health has been impaired by the racking anxieties of the last six months. He needs as long a holiday as possible. Moreover, the first business before parliament will be more or less perfunctory, since it is required by the opening of the new reign. The Civil List and the Regency Bills will be non-controversial and, while the King's declaration regarding the Protestant belief can be deferred until the coronation, there is a general agreement among men of all parties that the oath ought to be modified as soon as possible and what is offensive to Catholics and the Vatican be deleted. What can now be done with little resistance in response to the King's wishes may become a matter of bitter controversy if allowed to drag along with Coronation year.

THINKS KING WILL REFUSE GUARANTEES

The real cause of depression among the Liberal members of Parliament is the conviction that the situation has changed for the worse since King Edward's death. A well informed Radical has told The Tribune's correspondent:

"King George, if approached on the question of guarantees, will refuse to entertain the idea of creating 500 peers. When Mr. Asquith resigns office the nation will understand what has happened, and when Mr. Balfour appeals to the country there will be a great wave of loyalty and the Unionists will have a decisive majority."

Apprehension of coming defeat has taken the place of Liberal confidence that a general election could not materially alter the relations of the parties. There is now a disposition to allow the government to arrange a truce with the Conservatives for the remainder of the year, but John Redmond's consent must first be obtained to the postponement of the veto issue.

One thing is fairly certain—there will be no crisis over the veto until the Civil List and the Regency Bills are enacted and a new Finance Bill is produced. The Budget is expected to remove pauper disqualification for old age pensions, and this will require the readjustment of burdens between the Treasury and the Local Government Board. Revision of the spirit duties is also bound up with the Finance Bill, and the Coalition groups are likely to wrangle over it and may drag the government down. The Unionists, while in no haste to force a general election when time is on their side, are beginning to forecast a dissolution of Parliament either in the autumn or in January.

TWO MILLIONS GO IN NEW ROLLING STOCK

G. T. R. Places Big Order Today in Addition to That Which Has Already Been Authorized.

Montreal, June 1.—The Grand Trunk management placed orders this morning for nearly \$2,000,000 worth of rolling stock in addition to the ten passenger engines of the Pacific type, and 1,000 steel under frame box cars and 500 automobile cars ordered about ten days ago.

The new orders authorized by President Hayes today consist of half a dozen first class coaches, 20 baggage cars, one motor car, three dining cars, three cafe parlor cars, three buffet parlor cars, fifteen Richmond consolidated freight engines, 25 mangle locomotives, 1,000 hopper bottom steel coal cars capacity 100,000 tons each, and 500 steel under frame box cars 60,000 capacity.

The orders for the cars have been placed with the Canada Car Co., the Silliker Car Co., of Halifax, and the Company's own car shop at Point St. Charles.

GREAT BRITAIN'S REVENUE

A treasury return just published shows that the revenue of the country during the six weeks ended May 14 was £23,047,686, compared with £17,999,327 in the corresponding period of last year—an increase of £5,048,359. The revenue from Customs shows the large decrease of £1,032,000. The following are the principal increases:

Excise.....	£321,000
Estate duties.....	940,000
Stamps.....	527,000
Property and Income Tax.....	4,546,000
Post Office.....	100,000
Miscellaneous.....	368,359

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" Floor Finish No. 1.
" Prepared Wax
Johnson's Book on the proper treatment for Floors, Wood Work and Furniture.
Call and get a copy Free.

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Druggist Opp. City Hall. Wholesale Agent

MR. BUSINESS MAN.

You should bear in mind that the Customer is the Individual who cuts the widest swath around your establishment; However Courteous and efficient your clerks may be, if you do not have customers your establishment will soon eat its head off. Bear in mind that THE DAILY AND SEMI-WEEKLY MAIL go to the homes of the people who have money to spend. It is our business to find Customers for you through the medium of the advertising columns of the Mail.

A WORD TO THE WISE OUGHT TO BE SUFFICIENT

THE MODEL BAKERY

60 Regent St., 2 Doors from Queen St.

I Beg to inform the public that I will on **Thursday, June 2nd. 1910,** open the above premises as a High Class **Cake and Pastry Store.**

ALL GOODS MADE FROM PURE INGREDIENTS

We are open to inspection, - Call and give us a trial.

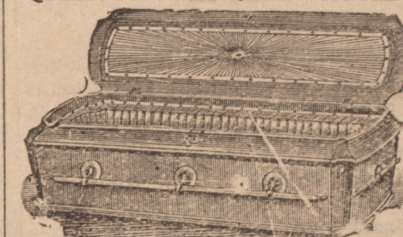
All Kinds of Cakes made to order.

Yours obediently,

W. Butcher, Proprietor

JOHN G. ADAMS

THE LEADING UNDERTAKER AND FUNERAL DIRECTOR
QUEEN ST. NEXT QUEEN HOTEL



ORDERS PROMPTLY ATTENDED TO



FROM A PROFESSIONAL STAND-POINT

all doctors know that pure drugs are necessary to the proper compounding of their prescriptions, and the restoration of the health of their patients. OUR DRUGS are absolutely pure, and devoid of injurious substitutes. When we compound your prescriptions we give you exactly what is called for, and the best of the various compounds. We keep a very complete line of toilet articles and can safely look after your needs in this regard. Prices right, too.

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