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VALUE OF THE BRITISH PREFERENCE

There are those in this country who are constantly asserting that the British preference is of practically no value. That certainly is not the opinion of the farmers of the West judging by the reports of the recent meetings at which they have discussed the subject with Sir Wilfrid Laurier, and it is not the opinion of the political leaders in the Old Country, who, in a recent debate in the British House of Commons have borne testimony to its value in promoting British trade with the Dominion. Mr. Buxton, President of the Board of Trade, in reply to a question in the House of Commons, stated that the exports of British goods to Canada had increased 193 per cent. since the adoption of the Preference, and Mr. Bonar Law, the foremost advocate of Tariff Reform, declared the other day that all people in the Mother Country, on whichever side of politics, owed a deep debt of gratitude to Sir Wilfrid Laurier and his Minister of Finance, for having been the first to support the principle by which the Colonies grant an abatement of their tariffs to British goods. Both parties, then, are ready to acknowledge the value of the Preference. Sir Wilfrid Laurier has made it plain during his western tour that the Liberal Party in Canada stands first, last and all the time for the British Preference and it need hardly be added that no matter what trade policy Great Britain or Canada may adopt in relation to foreign nations, Canada will always reserve to herself the most ample freedom to continue the preference to Great Britain or even to increase it, as conditions may demand.

LIBERALISM AND THE TARIFF

Sir Wilfrid Laurier spoke as a true exponent of Liberal opinion in Canada when on Thursday last he said to the people of Saskatchewan who urged upon him the reduction of the tariff: "Speaking frankly, the present tariff is not satisfactory to me. Our goal is to meet your views, but progress must be made by steady and not revolutionary steps." This, according to The Toronto Globe, is sound Liberalism, even though it may not be approved by some men who name and call themselves Liberals. That sentiment is of the very essence of true Liberalism. For the attainment of the goal approved by the Prime Minister the Liberal party was given power, and the confession of any purpose to retreat would mean the abjuring of Liberalism. There can be no retreat except to disaster. Steadily and without revolution, as the Liberal chieftain says, progress must be made. And that progress will be stimulated by the open and undisguised recognition of the fact that "the present tariff is not satisfactory."

One reason for dissatisfaction with the present tariff is that its rates are not based on a full and scientific knowledge of all the essential facts in the case of each industry given protection. The tariff situation inherited by the Liberal Government from its predecessor was a disordered jumble of inconsistencies and injustices. It had been the habit of the Minister of Finance in the Tory Government to accept the statement of each protection-seeking manufacturer and to increase the tariff accordingly. Each such increase involved demands for other increases from manufacturers who were injured. This tinkering went on until the dissatisfaction was vented in the outbreak against the Government in 1896. Since then a steady policy has been pursued. Many articles have been put on the free list; on other articles duties have been lowered, and a distinct cut has

been made by the tariff preference to Britain. But notwithstanding all this the tariff, the Prime Minister says, is still unsatisfactory. And this fact cannot be blinked or obscured or put by.

One urgent need, as many students of the situation think, is for a thorough and scientific investigation of each case demanding tariff protection. Such detailed investigation in the nature of the case cannot be carried on by the Government. It would require special knowledge of manufacture and authority to investigate all contributing conditions. Books should be called for and comparisons should be made with conditions in other countries. If this is what Sir Wilfrid means by his proposed commission on the tariff he is moving steadily along lines of sound progress.

It should, however, be remembered by the free-trade West that the rate of tariff does not always indicate the amount of protection. On some articles a low tariff yields an abnormally high protection, and on others a high tariff may yield very little advantage. Where raw materials are free and freight conditions favorable a tariff for revenue only would yield high protection. Where raw materials are all taxed heavily for protection purposes, and other conditions are adverse no amount of tariff would insure prosperity. It is such factors that need to be taken into careful account, and regard should also be had for the multitude to pay the tariff-tax as well as for the few who enjoy its benefits. All this would be an obligation on an independent tariff commission whose business it would be to furnish the Government with detailed and exact information upon which the work of tariff revision would be based. That done, the tariff would be more satisfactory than it now is not only to the Prime Minister, but also to the people.

The St. John Standard devotes editorial space to the following question sent out by a St. Louis financial house to 350 bankers in the United States: "Has the purchase of automobiles in your section been by persons who bought with borrowed funds or on time payment?" In commenting on the various replies received the Standard says:

"The view taken is that the money used for the purchase of the automobile is withdrawn from the business where it was probably needed. Not only is the money taken from the business, but also very commonly the automobiling proprietor's personal attention is diverted therefrom. This, of course, is not for the good of business, and dispensers of credit are not taking chances with every customer who has the craze."

Hon. Joseph Martin has a striking theory that political parties in office should keep the pledges which they made in opposition. Elected on the same platform as Mr. Asquith, Mr. Martin thinks the platform not yet a year old is hardly obsolete. He proposes to continue a liberal platform in England as he did in Canada. If Mr. Asquith abandons the programme, he will at the same time abandon Mr. Martin, who is remaining in the old position.

Mr. Martin's determination to adhere in parliament to the course to which he pledged himself at the polls seems to have something to commend it, but as it separated him from Canadian official Liberalism it may drive him out of the British Liberal party.

The attitude of the British people toward the monarchy may be judged by the recent vote on the Royal Allowance measure. In spite of the opposition of Mr. Barnes and Mr. Keir Hardie, claiming to represent the laboring people, only twenty-six members were found to vote for the amendment of Mr. Barnes, and only twenty for Mr. Hardie's motion. As there are over forty labor members and twice that number of Nationalists, it does not appear that the objection to royalty is strongly represented in parliament.

Bilbao, Spain, Aug. 8.—Six thousand rifles were seized by the authorities today on board a tug which had been chartered to go to San Sebastian where the great anti-government demonstration was proposed to be held yesterday before the clerical leaders abandoned the manifestation. The local authorities at San Sebastian had held that the carlists were planning to take advantage of the Catholic meeting to start a movement against the government. No statement, however, is made as to which party to the conflict chartered the tug and loaded it with arms.

WHISKEY HARD HIT BUT HELD ITS OWN

Freight Car at Toronto Bumped Into Tank Containing \$40,000 Worth of Tanglefoot.

(Toronto News)

With a sweeping disregard for the right-of-way on public thoroughfares and a marvelous contempt for all existing speed laws on city streets, a freight train came bounding through the Don yards about two o'clock this morning, left the tracks, and after plunging ankle-deep across Cherry street, hit one of the buildings of Gooderham's distillery with terrific force, nearly wrecking the whole establishment.

So great was the impetus of the collision that a brick wall nearly two feet thick was smashed in and completely demolished for a space of about thirty feet square.

SAVED THE WHISKEY

By the luckiest chance an enormous copper vat containing 13,000 gallons of spirits and located just behind the wall where the collision occurred was not burst although its side was badly indented.

Tremendous damages would have resulted had the vat been injured. For it contains 13,000 gallons of over 65 per cent. spirit proof the inland revenue from which alone amounts to \$1.90 per gallon. The value of the contents of the vat is roughly estimated at \$40,000.

The actual damage done to the brick wall will amount to about \$400. Mystery dark and deep this morning enveloped the circumstances of the collision. How it happened or what experiences were gone through history probably will never tell.

The railway officials and employees coming on duty this morning didn't know how the accident occurred, but it is believed that the train on being shunted through the yards broke loose from the engine. Many of the cars were heavily loaded, one carrying several steel girders for a bridge, and there were also seven coal cars attached. The whole train was made up of about 15 cars. The engineer and fireman had gone off duty in the early morning, and were asleep in their homes. An interesting scene was presented at the Cherry street crossing about 9 o'clock.

LOTS OF LOOSE BRICKS

Standing gazing at the defunct wall was a little group of men, including Lieut.-Colonel Albert Gooderham, a member of the firm. Across the street on the railway tracks was the freight train sitting listlessly and harmlessly, the only indications of its rampages during the night being a lot of bricks and mortar piled up on the rear car.

Cherry street intervening, showed the deep ruts where the wheels of the cars had ploughed across, and the wooden sidewalk on the west side of the street was driven down into the earth.

But there was no signs of the strenuous work that must have been indulged in getting the cars out of the mud and back again onto the tracks. That was done before dawn. Apparently the derelict cars were lassoed with chains and dragged back with a powerful locomotive. Anyhow, they were back in their natural position just as if nothing had happened.

When The News interviewed Col. Gooderham at the scene of the accident he was totally unaware of any of the attending circumstances.

"I don't know a thing about what has happened more than you see," he said, "but I don't think there is very much damage done after all."

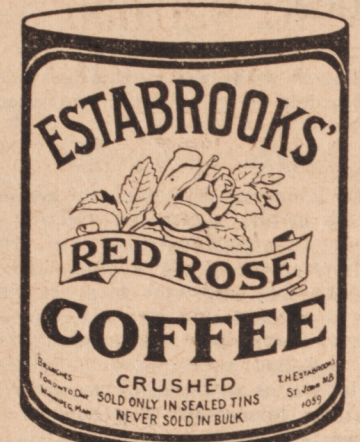
The wall of the distillery was completely wrecked at one spot, while on either side the bricks were still in position though badly sprung and in imminent danger of falling.

CONSERVATIVE CANDIDATE REFUSES SEAT AWARDED HIM ON A RECOUNT

Winnipeg, Aug. 5.—A. L. Bonnycastle, Conservative candidate in Russell at the recent Provincial elections who was declared elected on the recount which revealed criminal tampering with a number of ballots cast for W. Valens, the Liberal candidate, is reported today to have decided that he will not accept the seat. Thirteen ballots marked for Valens were thrown out in the recount when it was found that they had been spoiled by small crosses in the "o" or "e" of Bonnycastle's name, and it has since been amply demonstrated that the ballots were spoiled between the day of the election and the recount. The announcement of Bonnycastle's intention was made today by the Winnipeg Tribune, which although professing to be independent supported the Roblin Administration throughout the election, and the announcement is taken to be official.

Mr. and Mrs. A. E. Massie, Mr. and Mrs. A. B. Kitchen and Mrs. Daniel Richards were passengers on the St. John boat this morning.

There is a convenience in using Estabrooks' Coffee because you can buy it in nearly every store and the quality is the same wherever you buy it. The double sealed tin keeps it in perfect condition until you get it. Buy Estabrooks' Coffee and you are sure of coffee at its best.



Sold only in 1 and 1/2 lb. tins. Try it for breakfast to-morrow

NEW TEACHERS

For Mount Allison Academy and Commercial College.

Sackville, N. B., Aug. 6.—The position on the staff of Mount Allison Commercial College, made vacant by the recognition of Mr. Wade, has been filled by the appointment of Mr. Emerson L. Burrill, of Brantford, Ont.

Mr. Burrill is a graduate of the Dominion Business College, Toronto, and also of the commercial college connected with Albert College of Belleville, Ont., where for two years he studied under Prof. Beech and passed the examination set by the Educational Department of Ontario for commercial specialists. Besides his business college training Mr. Burrill has had two years of practical work in connection with a large wholesale establishment and one year in the retail business. He comes very highly recommended also as a young man much interested in Sunday School and church work.

The gymnasium teacher next year will be Louis A. Buckley, who will attend the university, pursuing a course in theology. Mr. Buckley has had much experience in gymnasium work, having been engaged as physical instructor in gymnasiums in Halifax and Calgary.

Albert Hoppel, B. A., has been appointed to the position last year occupied by Mr. Denham. Mr. Hoppel is an honor graduate of Harvard University, where he took a very brilliant course. The professors of that great university speak in the highest terms of his ability, scholarship and character.

2 CONTRACTS ON N. T. R. IN THIS PROVINCE ARE NEARING COMPLETION

(Telegraph)

The total estimates for July on the National Transcontinental Railway were \$342,949.73, divided as follows: Contract No. 1.....\$ 50,087.43
Contract No. 2.....26,033.13
Contract No. 3.....34,153.15
Contract No. 4.....139,686.44
Contract No. 5.....49,791.91
Contract No. 6.....43,197.67

As the work nears completion, the estimates each month show a falling off and they will probably be \$100,000 less this month than in July. The total expenditures on the contracts to date is as follows: No. 1.....\$ 864,519.38
No. 2.....412,020.23
No. 3.....974,002.29
No. 4.....2,247,598.56
No. 5.....2,582,601.58
No. 6.....1,964,736.71

C. O. Foss, the chief resident district engineer, said yesterday that No. 1 contract would be completed by Oct. 1, and No. 3 by Sept. 1. There were forty miles of the road in district A on which the rails remained to be laid. Corbett & Floesch are the sub-contractors on No. 1 while the Toronto Construction Co. are on No. 3. The forty miles of steel yet to be laid are divided between two contracts and the roadbed is practically completed.

Following the completion of the road work will be started on the station houses. These, it is expected, will be under way before winter.

The crash of thunder is never heard more than 14 miles from the bolt of lightning, but the firing of heavy guns can be heard for a much greater distance. It is said that the cannonading at the battle of Waterloo was heard at Creil, 105 miles away.

Aug. 8, 1910

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REQUIRES NO PAINTING
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EASY TO LAY.

Put up in Rolls 36 in. wide, containing 108 square feet. Large Headed Nails. Cement for sealing the laps and complete directions for laying are packed inside of each roll.

We know of no better roofing at the price.

R. Chestnut & Sons.

WHOLESALE AND RETAIL.

CLOTHES LINE SAVED BOY WHO FELL FROM 5TH FLOOR ROOF LADDER

New York, Aug. 6.—Seven-year-old Isidor Bloom, of No. 25 Market St., fell from the roof ladder above the fifth floor fire escape of that house last evening and was not hurt. His father caught him by the washline at the third floor, and when that broke and let him go, the line at the first floor caught him across the waist and there he hung, dangled downward. The boy was playing on the ladder, which runs from the top balcony of the fire escape to the roof, when he lost his footing and went over. His father heard him yell and sprang to the balcony. Looking down, he saw his boy was hanging at the third floor with one arm over a clothesline. Bloom ran to the third floor, but as he reached the window the line snapped and again the lad fell. And again a clothesline became a lifeline. Julius Gessoff of No. 58 Henry St., the rear of which backs upon the Bloom house, saw the lad hanging. Reaching from the window he pulled Isidor in.

"Lemme go!" cried Isidor. "I can walk. I ain't hurt." He ran home. In the hall he met his mother, waiting at his death. "I'm all right," he announced.

Dr. Bherl, of the Gouverneur Hospital, found the lad slightly scratched. "Stop tickling me," said little Isidor, "and lemme go 'n' play."

BELGIUM HONORS HON. MR. FIELDING

Titled Personages Drank to His Health at Official Luncheon

Brussels, Aug. 6.—At a lunch given yesterday by M. Armand Hubert, Minister of Industry and Labor, in honor of Hon. W. S. Fielding, Canadian Minister of Finance, there were present Count de Smet de Nayer, ex Belgian Prime Minister Duke d'Ursel, Colonel Thys, Count de Santo Tiro, Admiral de La Matta, Spanish Minister Santa Maria; Baron Escollaza, Baron Janssen, President of the Exhibition Committee; Gaston Perier, managing Director of the Congo Railway; M. Jadot, of the Bank of Brussels; M. Hamelin, of the Science Generale, the two Canadian Commissioners at the exhibition, and others. Mr. Hubert proposed the toast of "Fielding and Canada." The Minister of Finance replied and proposed the toast of "The King of Belgium and Minister Hubert."

Another banquet is to be given to Mr. Fielding today by the directors of the Belgo-Canadian Pulp Company. The Minister of Finance created a most favorable impression among the biggest financiers of Belgium. He was highly complimented and thanked by the Belgian Minister for the new commercial arrangement between Belgium and Canada.

Mr. A. R. Miles, who has been spending a few days at his home in Margerville, returned to Grand Falls this morning.

PERSONAL

Mr. Jack Connely, of St. Martins, who was with the C. P. R. survey party on the Gibson Branch, left this morning for McAdam, where he will be located for some time.

Mr. J. T. Hanning, of this city, who had been for some days with the C. P. R. survey party, has gone to St. Andrews, where he will be engaged in surveying.

Messrs. Fred LeB. Estey and W. A. Emery, who have been visiting at the former's home here, left this morning for St. John en route to Somerville, Mass.

Miss Lillian Vanstone left on Saturday to visit friends at Chatham.

Mr. and Mrs. Whitehead returned on Saturday from a trip to Montreal, where Mr. Whitehead attended a meeting of the New Brunswick Railway Company. His friends will be glad to learn that he stood the journey exceedingly well.

Messrs. H. J. Walker, James McKenzie and Wm. Brown, of the staff of the Royal Bank of Canada, St. John, arrived here Saturday night and were guests at Ald. Walker's camp at Springhill.

Mr. and Mrs. James Christie, of Anacoda, who have been spending a few weeks with relatives in this city, left this morning for St. John, en route to Portland, Me.

Mr. Joseph Christie and his daughter-in-law, Mrs. Fred Christie, of Wolfville, N. S., arrived here Saturday to visit relatives. Mr. Christie is a brother of Mr. James Christie, who lately removed to Portland, Me.

Dr. O. E. Morehouse, of Upper Keswick, was in the city today.

Mr. Elwood Burt, of Cardigan, is among the visitors to the city today.