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THE VALLEY ROAD

Among the very many questions which the Hazen government will have to settle to the satisfaction of the people of New Brunswick before they will ever seriously consider the construction of an electric railway down the St. John Valley, will be that of the public safety; though this is a matter which is of more importance to the people living in the locality through which the railway will pass. In another portion of this issue will be found an account of the death of a boy who, in a search for a ball with which he was playing, stepped upon the track of one of the New York Electric roads and was instantly killed.

So far as is known at the present time, there are only two practical methods of communicating the electric motive force from the generating station to the train; one is by means of the overhead trolley system, and the other by the use of a third or "live" rail. The former is satisfactory only for comparatively light weight and within easy distances of the power station; for heavy trains over any distance from the station the third rail system must be used.

The latter system would have to be adopted on any electric road down the St. John Valley, if such road is to be anything more than a trolley line, and a very little consideration will show what this would mean. It would mean that such road would require to be fenced in along its entire route, so that no person or animal could possibly cross it and thereby run the risk of being killed. It would mean that any such road could only be crossed by means of bridges at certain intervals, and as every farmer through whose land the line would run would want a bridge to himself, the construction of these bridges, to say nothing of the unclimbable fencing on each side of the line, would add very materially to the cost of the road.

Apart from the danger to life and limb by the presence of a "live" rail along the track, what is likely to be the condition of a road depending on such rail for its motive power, when there is two or three feet of snow on the ground?

However, the road is not built yet, and, as an electric road, never will be. The electors of the province will take care of that; and if Mr. Hazen has any doubts on this point, he may soon set them at rest by testing the matter.

THE CORONATION OATH

Coincident with the accession of George V. the question of the Coronation oath, which is so objectionable to the Roman Catholic subjects of His Majesty, has again cropped up. To thinking men, it doubtless seems strange that, in this enlightened 20th century, when all men are entitled to and are accorded equal rights, as subjects of this great empire, it should be thought necessary for the Sovereign to go out of his way to hurt some of the tenderest feelings of a section of his subjects. As to the absolute necessity for safeguarding the throne from occupation by any but a Protestant monarch, there can be no two opinions; but it is quite possible to accomplish this and obtain a declaration from the Sovereign as to his religious belief without upsetting any section of the people. There is no room in the practical work-a-day life of the present century for relics of the dark ages.

We, in Canada, who have always lived under conditions of formal religious equality would not see much peril in removing from the imperial constitution all limitations as to religion. We have Roman Catholic Lieutenant governors and, if we were to be sent a Roman Catholic governor general, we would not constitutionally know any difference. It is not to be imagined that our royal house would change faith simply because they were not required to swear that they would not do so. Still less can we think that such an exacted oath could control their

real beliefs if minded that way. They swear denunciation against Roman Catholic doctrine very much as a woman at the altar promises to obey her husband, just because that is what is down in the book. Still, in view of the history of the British crown, the removal of the safeguard of the Protestant succession could not but be regarded as revolutionary, and, whatever may be its value or lack of value, it is not English to make changes of that sort so long as it is possible to get on without change. It is this habit of mind that makes English institutions so stable. But in the spirit of modern Protestant Christianity, whose very essence is liberty of conscience, it is no longer tolerable to enforce the official declaration of the coronation oath in such a manner as to give offence to a section of the people whose loyalty to the Throne is undoubted.

SIR WILLIAM VAN HORNE

The announcement that Sir William VanHorne has retired from the chairmanship of the Board of Directors of the Canadian Pacific Railway Company is an incident that cannot be allowed to pass without some reference. Although it would be an exaggeration to assert that but for Sir William VanHorne the construction of Canada's first transcontinental railway would have been deferred for years, there is no question that to him chiefly must be ascribed the credit of overcoming the enormous physical and financial difficulties which the company encountered in the years between 1881 and 1886 and of bringing the road to completion in a period which to most people seemed absolutely insufficient for the gigantic task. With the completion of the line to the Pacific Coast his energies were directed to the development of traffic for the road and the organization of a system which has been further extended under his successor in the presidency, Sir Thos. Shaughnessy, so that today the Canadian Pacific Railway Company is the greatest transportation corporation in the world. The subsidiary enterprises connected with the railway are themselves of vast extent and of great variety. Yet they form with the railway a combination which, whether viewed as a wonderful instance of a great commercial undertaking, or as a gigantic business corporation yielding handsome returns to its shareholders, must cause recognition of the ability and foresight of the men who could devise and carry to successful achievement such a stupendous and comprehensive undertaking as we have today in the Canadian Pacific Railway Company. A generation has passed since the Canadian Pacific road was completed and the conditions existing now in Western Canada are entirely different from those that prevailed in the early eighties. Until the advent of the railway there was practically no settlement between Winnipeg and the Pacific and few people believed that a large population would ever be found upon the vast stretches of the prairies. That capitalists had little faith in the financial success of the railway project was shown by the difficulty that the company experienced in raising the necessary capital to construct the road. Among the promoters of the enterprise, Mr. Geo. Stephen and Mr. Donald A. Smith were the most prominent, and to their faith in the project and determination to carry it to completion the country was greatly indebted for its first transcontinental railway. But both of them have always conceded that to the practical knowledge, executive ability and enthusiastic confidence in the future of the enterprise that Sir William VanHorne displayed the ultimate success of this great undertaking was largely due. In his retirement, Sir William carries with him the wishes of the people that he may be spared many years to see the further progress of the great undertaking with which his name will always be associated.

A MERRY PEDDLAR.

A young man who has been going about the country selling silver polish and representing himself to be the agent of Shute & Co., had better change his tactics or he will get himself into trouble. He is not in the employ of Shute & Co., and they have warned the police to be on the look out for him.

Col. and Mrs. T. G. Loggie are to leave by the C.P.R. this evening for Montreal where they will take passage by the White Star Liner Laurentic on a two month's trip to the old country.

CHATHAM TO HAVE NO HOTEL ACCOMMODATION

Hotel Keepers Say Impossible to Carry on Business Without Losing Money if Sale of Liquor is Stopped.

Chatham, May 11.—Summons to appear in the police court to answer charges of violation of the Scott Act have been issued for five local hotel keepers. The offences named in the papers were committed before May 1, which was previous to the action of the police committee in regard to the more stringent enforcement of the Scott Act.

The owners of the three leading hotels are charged with second offences, which means a fine of \$100 or two months in jail. The papers have not yet been served, but it is expected that they will be tonight or tomorrow.

When the new regulations were adopted to prosecute for second and third offences, the hotel men met the situation by closing their bars, and they expected to be punished only if caught violating the law subsequently. The action of the police committee in going back to a date previous to the beginning of a better enforcement to make charges is a great surprise to the hotel men, who claim that there was a tacit agreement that they could sell liquor within reasonable bounds and pay four fines a year. The police committee does not recognize this agreement.

With the Scott act being enforced to the limit proprietors say it is impossible to make both ends meet and they must go out of business. Chatham has seven large hotels all catering to the travelling public as well as several smaller ones, and, when the bar revenue is cut off, all will go behind in finances to greater or less extent.

The hotel keepers have held several meetings and have decided to close up their houses. The following have entered the agreement: Touraine, Adams House, Bowser, Canada, Albert, Riverview, Lahays. The proprietor of the Babineau hotel, who has been practically out of business for some weeks past, has promised to take no more guests. In the meantime the town is absolutely dry.

The hotel men say that in taxes, light and water rates they pay over \$5,000 to the town's finances yearly, not including Scott Act fines. As the total assessment is \$38,000, this forms a considerable portion. The loss to grocers in the event of closing will be heavy, as practically all supplies are bought in town. What provision will be made for the travelling public in case hotels are forced to close has not yet been discussed, but the question is a large one as commercial and tourist traffic during the summer is always heavy.

Should the hotels in Chatham close those in Newcastle will do so as well.

MILLIONS WILL BE PAID IN INSURANCE

London, May 11.—Several millions of pounds sterling will be paid in insurance, as a result of the death of King Edward VII. Risks were covered at Lloyds as late as Friday afternoon at 65 per cent. A story is being told of one of the biggest dry goods merchants in Western London who, just before his closing hours, dashed up to Lloyds in a taxicab and sought to insure the stock which he had laid in for the coming season. He succeeded in effecting insurance at 60 per cent. for a month.

Large sums will be paid over by members of Lloyds. Most of the functions which were to have taken place this summer, and the majority of which will either be cancelled or suffer financially by the King's death are insured for a fairly large aggregate. Anyone can insure the King's life, and the possibilities of losses are so many in the event of the monarch's demise that a big business is done in one form or another.

Many tradesmen stand to lose a great deal by the death of the King, and a very large number of them insure against the risk. The drapery trade, for instance, will be much affected, as large stocks of colored summer materials which have been put in must, to a very large extent, be displaced during the period of mourning. It is impossible to estimate the loss to this trade, but much of it is covered by insurance.

So far as what may be described as gambling policies on the King's life are concerned, the sums involved are not large for even before Edward ascended the throne the big life insurance companies resolutely refused to increase their then already large risks on the royal life.

O'LEARY--BISHOP

This afternoon the marriage of Miss Nellie M. Bishop, youngest daughter of Mr. and Mrs. Jas. Bishop to Mr. Frank M. O'Leary of this city took place. Rev. A. A. Rideout performed the ceremony. Mr. and Mrs. O'Leary will leave for the west this evening and will make their future home in Moose Jaw.

Mr. William McAllister went to Gagetown yesterday for a short trip.

OILCLOTHS JOHN J. WEDDALL & SON CURTAINS

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47 IN.	9	11
48 IN.	10	12
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53 IN.	11	13
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