

The Daily Mail

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GOVERNMENT OWNERSHIP, HERE AND ELSEWHERE

During the last few weeks the newspapers of the United States, seeing the shadow of a rising question at Washington have been doing considerable talking about government ownership of railways. Even such papers as the New York Sun have thought it necessary to go so far afield as Austria for concrete examples of railways so operated. The desire to give support to an already formed opinion may, however, be responsible for the oversight of a nearer example, the government operated railways of Canada.

A recent item in the Vienna correspondent of the London Economist seems to show Austria in a position warranting well founded envy of ourselves. For a number of years the Austrian state railways have shown a large yearly deficit and now complete reorganization is considered necessary. Throughout these years when in other countries the state has been losing ground and slipping behind the privately controlled company or corporation in its railway management Canada has been taking strides forward.

The Intercolonial has earned for itself a world-wide reputation for its splendid accommodation and its efficient service. The past decade of deficit and difficulty for the state operated railways of all other lands, unless it be New Zealand, has been a period of continuous improvement for the railways under the direction of the minister at Ottawa. There have been deficits, but never greater than the improvements and additions to the service warranted. More and faster trains have been run. Better accommodation has been given the travelling public; and best of all last year the Intercolonial earned \$9,268,234, and declared a surplus of \$623,000. Money earned by the public's railway to go into the public treasury.

PRESS COMMENTS

Manitoba Free Press—Among the misconceptions which are more or less prevalent in regard to the immigration regulations that have been done away with, one has been that the man who came unassisted to this country and "made good" here was required to demonstrate the possession of a certain sum of money before being allowed to bring out his family. It has only been in the case of immigrants assisted by organizations across the Atlantic to come to this country that there has been any requirement that they should prove their ability to bring out their families. The new arrangement for securing this country against immigration likely to become a public charge is decidedly better than the regulations that have been done away with.

Victoria Colonist—If there are any settlers from the United States, who do not like our system of government the explanation probably arises from the fact that they do not feel that they are governed at all. There are no political bosses, who run things to suit themselves; there are no meddlesome officials 'dressed up in a little brief authority,' to interfere with them at every turn. A man pays his taxes, votes or not just as he wishes, and for the rest of the time, so long as he behaves himself, he is not conscious that there is any government. There are probably no people in the world who are less touched by the machinery of government than the people of Canada.

Boston Globe—Apparently Denver didn't think so much of Judge Ben B. Lindsey, as the rest of the country has learned to do. In the auditorium

where Roosevelt spoke Judge Lindsey was in the audience, but had not been invited to sit on the platform until the colonel spied him and called him up. It may have been merely an oversight, but it looks like a cheap snub from his home city, whose fester Judge Lindsey has lanced so fearlessly.

Halifax Echo.—If Mr. Roosevelt wants the Presidency again he will probably get it. But the people needn't worry. He will run the United States whether he lives in the White House or not. Public opinion rules, or should rule, in a democracy and Roosevelt knows more about swinging public opinion his way than any living man.

Winnipeg Free Press—A recent Manitoba Gazette announced that the appointment of Peter Broadfoot, of Gladstone, as J. P., had been rescinded. This was the Government's petty revenge upon Mr. Broadfoot for supporting the Liberals in the late campaign. For downright meanness the Roblin Government cannot be equalled.

Lethbridge Herald—Borden is talking blue rain down by the Atlantic while Laurier is seeing the evidence of prosperity on the Pacific.

STRIKERS' FUNDS EXHAUSTED

Bilbao, Spain, Sept. 1.—The strike situation is alarming. The funds of the men have been exhausted and the strikers are in an ugly mood. Collisions with the police gendarmes and strike breakers are constantly occurring.

Many factories are being closed and the work in the harbor has been suspended. Dock employees who are on strike have issued an appeal to their foreign colleagues asking the latter to refuse to handle merchandise intended for shipment here. Troops are being concentrated and a cordon of soldiers has been thrown about the city to prevent the entry of strikers from other districts.

Saragossa, Spain, Sept. 1.—Twenty two workmen's organizations today declared a general strike in sympathy with the strike at Bilbao.

Madrid, Sept. 1.—In view of the strike rioting reported from Bilbao the government is considering the matter of declaring that city in a state of siege.

NOVEL ACTION AGAINST UNION MEN IN U.S. COURTS

Pittsburg, Sept. 1.—Attorneys for the coal operators who have filed suit against the Union miners in the Irwin-Westmoreland Coal Fields charging conspiracy in preaching sedition against laws of the state and nation today declare these suits to be the first of their kind to be filed in the United States. The legal action is the outcome of the strike being waged against the plaintiff companies by several thousand miners in the Irwin-Westmoreland Field. The nearest approach to the proceedings taken by the western pennsylvania operators it is said was the recent action of the Hat Manufacturers who sued the Hatters union for damages when the union declared them to be on the unfair list. The manufacturers were awarded \$250,000 damages.

PERSONAL

Miss Mary Gunter left the city this morning so take up her school work in Cambridge, Mass.

Dr. and Mrs. J. L. Caurrie and their son, Mr. Byard Currie returned to Boston this morning after a few days spent in the city. Mrs. Currie and her son have been spending the summer on the Bay of Fundy in the vicinity of St. John.

Miss Jessie E. Fowlie, of Loggieville, N.B., who has been spending a few weeks in Truro, recently has returned home. Her genial manner won many warm friends here—Truro Daily News.

Miss Beatrice Payson returned on the Ocean Limited yesterday from Chatham, where she had spent the summer with friends.—Moncton Transcript.

Miss Carrie Boyer returned on Saturday from Brownville Me., where she has spent the last two months.—Woodstock Sentinel.

Mr. Isaac Draper, returned on Friday last from Fredericton where he had spent the summer.

Mr. and Mrs. R. B. Rossborough and children of Charlottetown, P. E. I., are visiting his parents, Mr. and Mrs. Wm. Rossborough, Shore street.

Capt. E. K. Eaton of the R. C. R. at Halifax sailed yesterday for London to report at the War Office. Capt. Eaton, who is a brother of Dr. I. V. Eaton, of the general staff of the Canadian forces at Ottawa, will proceed from London to join his regiment in India.

AERIAL TRIUMPH OF YOUNG CANADIAN

Nova Scotia Aviator Makes Use of Wireless--Flashes Message to Shore From Biplane Over New York.

New York, Aug. 31.—"Over Barren Island, 6.45 p. m. H. M. Horton.—Another chapter in aerial achievement is recorded in the sending of this wireless message from an aeroplane in flight. McCURDY."

Horton is the wireless operator on the roof of the Sheephead bay race track grandstand, a brisk, clean-cut young man, who plays the wireless for the good sport there is in it. McCurdy, aviator and wireless operator, was the driver of a big Curtiss biplane, which was swinging a mile away over Barren Island, 500 feet above the water.

The 7,000 people in the stands and on the lawn who had been watching the flying men play ring-around-the-rosy all afternoon did not see Horton unclap the receiving headgear from his ears and do a buck and wing dance. They did not know that the wireless man in the flying machine and the wireless man on the grandstand roof had made the first telegram without wires. The spectators with field glasses had no notion that anything so wonderful was going on, for McCurdy's firm grip never left the steering wheel of his machine. He didn't have to move the fingers of his right hand an inch to get Horton's ear, Horton had rigged up an ingenious apparatus to the steering wheel itself.

EXPERIMENTS OVERCAME OBSTACLES.

Horton, who served as a signal man in the Spanish war and who had been playing with wireless ever since, was hard hit more than a year ago by a big idea. Why wasn't it perfectly feasible, said he, to use aeroplanes as wireless stations? Make a go of it and the possibilities would be endless in war and peace. But the weight of perfected apparatus was so great that he could not attach them to flying machines so he worked out a pocket battery, spark coil and key, the whole weighing only twenty pounds, and lay in wait to catch his bird.

He got Glenn Curtiss interested. "Sure," said Curtiss, "go as far as you like." Beginning Friday a week ago, Horton has practically lived on the grand stand roof, tasting the air, as he called it. His receiving station a thirty-foot zinc pole, and a ground wire, with batteries caught half the whispers that the sea was sending to New York and New York was sending towards the sea. Waiting patiently for winds that won't break flying men's bones, he listened to the Wal-of-Astoria gossiping with the Mauritanian, and sometimes heard Atlantic City complaining to 42 Broadway that all of the boardwalk hotels were full and what on earth were they to do?

A week ago last Saturday Curtiss himself was ready to soar with a wireless operator as a passenger, but his aeroplane caught a cramp in its stomach which is its motor, and it was all off for that day. Then on Sunday, the day following, winds were tricky and statics so bad that it was decided to postpone the experiment.

AVIATOR AND OPERATOR IN ONE

Today all conditions were fine and dandy. The necessity of taking up a passenger and overweighing a light-powered machine was obviated when it was discovered that J. A. D. McCurdy, of the Curtiss troupe of aerial divers, had been a telegraph operator in the days before he knew the feel of large money. Would he oblige with a little dot-dashing? Would he?

THE CZAR UNGARDED IN PUBLIC, VISITS NEUHEIM

Emperor Nicholas Makes His First Appearance in Years Amongst His People--Takes Coffee at Public Cafe.

Neuheim, Sept. 1.—Emperor Nicholas motored over from Friedberg today and visited the resort of Haths in the most democratic fashion. His majesty left his automobile outside the town and walked in, accompanied by two adjutants. As the party passed through the streets large crowds gathered and hailed the Emperor, who returned their salutations. He visited various objects of interest and later had coffee at a public cafe. From the cafe the Emperor returned to where the motor car was waiting and was driven back to Friedberg. While here the Russian monarch exhibited not the least nervousness

an aviator miss a chance like that to burst into the papers? Not a chance, said McCurdy.

But how could he watch front control and wing controls and throttle and oil pump and a few other little things that mean life or death to flying men while sending aerial dispatches? Horton puzzled over that for a few minutes, but his big idea piled his ingenuity. He trained an insulated wire from the seat frame of McCurdy's flyabout to the steering wheel and attached it so that the aviator could send without lifting a finger from the wheel or disturbing the balance of his body by a hair's weight.

There was another problem to be solved, the nature of the first message to be flicked through the air. Jim McCurdy, not being an experienced wireless man and under the necessity of course, of keeping at least one eye on the running of the machine, thought maybe the experiment would be spoiled if he had to stop to frame a dispatch.

"Old Morse sat flat in a chair, smoking a cigar for all it was worth and easy as you please," said Jim, "but with me it is different. I don't want to get halfway through a mass of words and have to break off to keep from splashing into the Atlantic like Bud Mars did this morning."

"All right," Horton agreed. "We'll fix up one now," so he wrote out the dispatch that begins this story, gave Jim a copy in large handwriting and kept one himself.

A few minutes before six o'clock McCurdy nipped into his wire cage, eversed the visor of his cap, waited till his ear told him that the engine was running true, flapped down in his hand in the getaway signal, snorted forward and took wing. The crowd did not know what he was up to. They cheered because cheering had got to be a habit in an afternoon of graceful flights, also maybe because the sun on his way to bed, shot slanting rays that flashed on the upper flanges of the plane like a heliograph at play.

WIRELESS APPARATUS TRAILS IN AIR.

Rising steadily with the wireless counterpoise, fifty feet of telephone wire and a lead weight, trailing after him as a bird trails a stolen silk thread, McCurdy hurried toward the beach. He passed over stables and cottages, saw the sheen of the water below him and passed into the smoke that rolled up from the incinerators of Barren Island. Presently he was just a smudge in the far away sunlight.

And at this time Horton, on the roof, was listening. A dozen stations were chattering and scoldings each other for spilling words carelessly along the clean air lines. The ships at sea were hinting of a big tropical blow that was coming up from somewhere this side of the equator, and folks with nothing else to do were chatting socially and inquiring what was going on that interested the air.

WAS SPEEDING AT 40 MILES AN HOUR.

And then came the first faint cheeps from McCurdy. Dot by dot, and dash by dash he pieced it out, and here is something like the way it came in:

"Over Barren Island. Six fifty-four p. m. H. M. Horton. Another chapter in aerial achievement is recorded in the sending of

Aug. 29, 1910

John J. Weddall & Son's

NEW GOODS JUST RECEIVED

Muslin Dutch Collars, Linen Dutch Collars, Black Patent Belts, White Lace Collars, Muslin Jabots, Net Jabots, White and Colored Elastic Beltings, Black Leather Hand Bags, Initials for Hand Bags, Tourist Ruching, White and Colored Ruchings.

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COMPRESSION GREASE
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RUBBER BELTING.

R. Chestnut & Sons.

THE HARDWARE PEOPLE

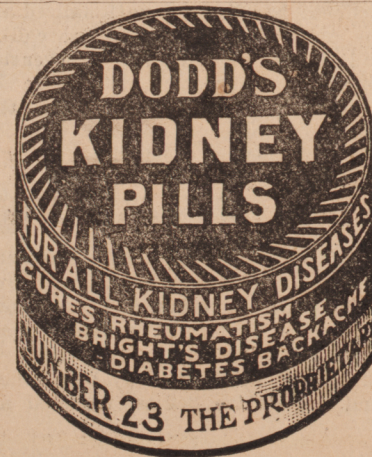
this wireless message from an aeroplane in flight. McCURDY."

Then, five minutes later, McCurdy swooped down to say that it was no trouble at all. He wiggled his fingers over the sending key without swerving his machine a foot out of his course up or down. He was travelling slantingly against the wind at perhaps forty miles an hour when he wirelessed to Horton.

J. A. D. McCurdy, the aviator mentioned in the foregoing dispatch, is a native of Baddeck, Nova Scotia, where under the tutelage of Dr. Alexander Graham Bell he has done much experimental work.

THE FIRST NEW WHEAT

Fort William, Sept. 1.—James Richardson & Sons hold the record for the shipment of the first cargo of wheat of the crop of 1910. The sample was Number 1 Northern, and was shipped on the Steamer Assiniboia, which cleared from Fort William last evening for Owen Sound.



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