

## The Daily Mail

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### THAT ELECTRIC RAILWAY SCHEME

The New York World gives a list of no less than nine occasions on which the electric railways in that city have been tied up for a more or less lengthy period during the past few weeks in consequence of something going wrong with the works. In some of the instances the tie-up was the result of some unfortunate individual coming in contact with the live rail or wire, as the case might be and being killed on the spot; in other cases, something else went wrong.

This is the sort of railway that the Hazen Government would like to give to the people of the St. John Valley. —a railway which is liable to be tied up at any minute if anything happens to the electric current. This is a matter the farmers and others who would be served by the road should seriously consider. When they and their wives start to bring in their produce by the early train to the markets of this city and other places they don't want to find themselves suddenly brought to a standstill for some hours and only arriving at the market with their wares when all chance of disposing of them is gone for the day. We don't imagine this is quite the sort of railway the people of the St. John Valley are looking forward to. But it is the sort of railway they will get if the Hazen Government is allowed to have its own way. Whether or not it will be allowed to have it their own way is a matter which depends entirely upon the people of New Brunswick. No electric railway will be permitted to be built and the credit of the Province pledged to the tune of five million dollars until the will of the people has been asked, and if these people don't want the electric road they have only got to say so, and tell the Hazen fraternity to go about their business to make way for other and better men.

Nothing less than an up-to-date steam road will be satisfactory to the people, the sort of road that the Dominion Government can safely take over and operate, paying the Province such a sum as rental therefor, as will be sufficient to pay the interest on the bonds issued to provide the cost of construction. This satisfactory state of affairs can only be brought about by the building of a first-class road of the same standard as the Transcontinental, which shall connect with the latter road at Grand Falls, and thus provide a line which will compete with the C. P. R. at whose mercy the farmers of the upper part of the Valley at present are.

Any way, farmers along the Valley may as well be without railway facilities at all as have to rely upon an electric line which may or may not get them to their destination in time to transact their business. In proposing to foist such a road on to the people, the Hazen Government is exhibiting a want of consideration for their needs which alone will justify the people in turning it out at the earliest opportunity, without taking account of the wholesale casting aside of the hundred and one other pledges its members made as an inducement to get into office.

### BANEFUL EFFECTS OF THE C. P. R.

The Toronto News discussing the crop prospects of the western provinces for the present year, has a good deal to say on the important question of sufficient help to enable the farmers to gather the crop in and it deploras the drain which is made in the young men of Ontario for this purpose —“a drain which the Ontario government is exerting serious efforts to offset by stimulating high class agricultural immigration from the United Kingdom.”

The drain referred to is felt no

more acutely by Ontario than it is by New Brunswick, the government of which province is also supposed to be “stimulating high class agricultural immigration from the United Kingdom.”

The greatest drawback which the province has to contend with is the C.P.R. which annually makes raids upon the population not only of New Brunswick but of the other maritime provinces also. Yet with a delightful want of consistency the Hazen government boasts that it is receiving the greatest assistance from the C. P. R. in their efforts to bring suitable immigrants here. Of what use are the few dozen settlers who came to this province as the results of the work of the special commissioner despatched of the provincial government to Great Britain to take the place of the hundreds who go west every year on the C.P.R. harvest excursions.

The Hazen government and some of its newspaper organs, are more or less the creatures of the C.P.R. Why do they not lay the matter before that company and big it to desist from undoing the work the government is trying to do. The Western crops are important no doubt and need to be gotten safely in; but the upbuilding of New Brunswick and the welfare of its people should be the first care of those responsible for its government.

The St. John Times referring to the \$25 head tax imposed upon British immigrants, says “it does not apply to people going to assured employment.” Only a few weeks ago a large manufacturing company in Ontario desired to bring a number of skilled women workers from England to aid them in their factory and an endeavour was made by the Women's Emigration Society in England to find the number required. One woman was sent in advance with instructions to report to the society as to the conditions existing. This woman when she arrived at St. John, was turned back because she had not the necessary \$25, although the firm to whom she was engaged when referred to, vouched for her bona fides stated that she was going to assured employment and would not become a burden upon the rates.

This happened in St. John, the Times' home town, and a notice of the case with some comments thereon if we mistake not, appeared in its columns.

The Toronto Globe of Saturday last remarks that “The postal achievement of the Empress of Ireland on her last transatlantic voyage is a notable one. Letters from Liverpool reached their Toronto destination in less than seven days.”

The mail was landed at Rimouski at 9 o'clock on last Thursday morning, and was delivered in Toronto next day. Fredericton which is one-fifth of the distance from Rimouski that Toronto is, did not get its mail till late on Saturday night.

Sackville Tribune: It is announced that Mr. S. D. Scott, editor of The St. John Standard, is to leave New Brunswick and take editorial charge of The News Advertiser in Vancouver. British Columbia will gain at the expense of New Brunswick one of the ablest editorial writers in Canada. But it was not to be expected that a man of Mr. Scott's ability could long continue, day in and day out, to praise and defend an incompetent government such as that which is temporarily in power in New Brunswick; and that is what the editor of The Standard is supposed to be, despite the Hazen record.

### EXPULSION OF JEWS FROM RUSSIA CONTINUES

Kiev, Russia June 13.—The expulsion of Jews from Kiev is attended with many pathetic incidents.

Today a girl of Jewish birth who had been ordered expelled, jumped from the window of an express train upon which she was being taken to Odessa. She was picked up still alive but insensible.

The crusade against the Jews illegally residing in this city continues. Those who cannot establish their right to remain outside the pale are being returned to its confines. The pale embraces a section of the Polish provinces and the Ukraine set apart by the original Jewish segregation law as the only district within which members of the race might hold residence.

Mr. Jack McKay leaves this evening for Providence, R. I., where he will visit relatives.

Mr. H. LeRoy Harrison, third officer of the C. P. R. Steamer Montcalm, arrived from Montreal today, on a brief visit to his mother, Mrs. F. J. Harrison, Northumberland St.

### SKILFUL FARM HELP WANTED IN THE WEST

The Toronto News Discusses the Question of How to Supply the Ever Growing Demand for Men.

The extension of the crop area in the West continues to raise the question of harvest labor. Each autumn the railways rush twenty thousand to thirty thousands hands to the assistance of the prairie farmers. With the expansion of the crop, how long is recourse to this emergency relief system going to meet the situations? asks the Toronto News. Not for many years certainly, it answers. What then? Is the progress of the whole western country to be paralyzed for want of labor?

A leading citizen of Medicine Hat thinks that the deficiency may yet have to be supplied from the immense urban population of England, at present densely ignorant of farm life and farming methods. The two main difficulties with the city man, says the News, are his utter lack of knowledge of farming, and the absence of some directing head or organization to take him in hand and to train him for a year or two, or until he feels at home on the land. If something could be done to improve that feature of immigration, it would give desirable city labor a reasonably fair chance on western farms. City labor is sometimes a drug on the market. Convert it into farm labor, and some relief may be afforded congested areas in Great Britain.

The Medicine Hat man continues: “Assuming that large numbers of men who have absolutely no farming experience, are both willing and anxious to earn a living, it should be feasible to work out some plan whereby a few weeks' training could be given to those whose physical and moral condition would permit them to enter Canada. The suggestion is that training schools should be established in Great Britain, and that only those be allowed to come to Canada who manifested at such schools such adaptability as would render them really useful on a Canadian farm.

The scheme contemplates the establishment in the prairie country of proper distributing agencies to which this worked up labor could be sent for proper parcelling out amongst the agriculturists of the three provinces. Such an arrangement might lessen the drain of young men from Ontario to the plains—a drain which the Ontario government is exerting serious efforts to offset by stimulating high class agricultural immigration from the United Kingdom.

### SIR WILLIAM VAN HORNE ON TRADE WITH CUBA

Montreal, June 11.—On his return from Cuba today Sir William Van Horne said:—“Whatever the Canadian Government does as a result of the recent Royal Commissioners' inquiry into West Indian trade it most certainly ought to take Cuba into consideration for I believe that the trade of Cuba is going to be worth all the rest put together. Already the Maritime Provinces are finding a market in Cuba for products such as potatoes, roots and flour, and if direct communication combined with individual effort were provided that trade could be increased enormously. For Cuba is in a very prosperous and progressive condition. The Canadian banks are already finding an excellent field there.”

### DIED

Guy S. Miles, age 33, son of George A. Miles, St. Mary's. Survived by his father, mother, two brothers, E. Jack and James A. of St. Mary's and three sisters, Misses Belle and Pauline at home and Mrs. B. D. Branscombe, Wynyard, Sask.

### Items of Interest to Ladies

New York, June 12.—In these days when feathers can be made over in any number of ways, one good ostrich plume is as safe an investment as a diamond. It always pays to buy a good feather, and only a good one will give the correct style and grace to a hat. Far better one really handsome feather than half a dozen of the cheaper, scraggy kind, which are so pathetic when out of curl. The beautiful willow feathers, which are so entrancingly graceful and luxurious, seem to cost a good deal, but one of these feathers goes a long way, no other trimming being necessary on a smartly shaped hat than a single willow feather, or at most two.

There is a fad this season for “draping” these feathers toward the back, but this is an attempt that has to be attempted with care or the result will be grotesque. In arranging feathers on a hat, the best way is to fasten an old ribbon around the crown, and thrust the ends of the feathers through this until just the right effect has been achieved. The feathers may then be sewed firmly in

### STREAM DRIVER PERFORMS VERY DANGEROUS FEAT

Made a Bet He Would Navigate Hell Gate Rapids on a Log Without Getting His Clothes Wet.

New York, June 13.—Standing upon a log that rolled violently in the swirling waters of Hell Gate, Edward A. Chase, a river driver from Bangor, Me., made a trip through the treacherous channel yesterday crossing from Scaly Rock, on the Astoria shore, to the foot of East Eighty-ninth street, Manhattan.

In one of the roughest spots in Hell Gate there is a Government dredge. Suddenly one end of Chase's log was caught in a whirlpool and drawn under the dredge. Shouts of life-savers who followed him in two boats called Chase's attention to the danger.

He jumped from the log into a boat just as the log was sucked under the dredge.

The boat skirted the dredge, and when the log reappeared Chase leaped back on it and continued his wild trip. He had announced he would make the journey without wetting his clothing, and succeeded, although he had a close call when the long pole he carried as a balance broke as he was trying to force the log into mid-stream.

Chase staggered, but recovered himself, and, holding the broken parts of the pole together, passed Eighty-ninth street in safety and was taken into a lifeboat. In the soles of his boots were sharp spikes.

“I'm sorry I had to jump because of that dredge,” Chase said when landing. “I knew I could make the trip all right, but was surprised at the force of the cross waves and eddies. Then I had a badly behaved log. After I started I found there was one flat surface on the log and every time this rolled up it was extremely hard to keep the proper balance.”

“I do not think the trip was as difficult as some I have taken while driving logs in Maine. There is a rapids in the Piscataquis River that gave me more trouble, but the Gate offers such a combination of troubles that comparison is difficult.”

### MONTREAL TO HAVE NEW SHIP BUILDING PLANT

Vickers, Son and Maxim Have Filed Plans at Ottawa—The Whole Plant will Cover Fifty Acres of Ground.

Ottawa, June 11.—Plans have been sock, three large berths for the repairing and building of steel vessels made at Ottawa by Vickers Sons and Maxim, of England, for two and a half million dollar shipbuilding and ship repair plant to be erected at Montreal.

The plans including a floating dry machine shops, and a plant capable of doing the heaviest construction and repair work, and covering some fifty acres of ground.

### WILL BID FOR DESTROYERS.

Application has been made to the Government for a dock subsidy, and this will undoubtedly be granted at the rate of three and a half per cent. for twenty-five years on two and a half million.

The working and final plans of the project are being brought by Mr. Vickers, who will shortly reach New York on the steamer Mauretania.

An examination of the preliminary plans on file at Ottawa indicates the intention of the firm to make a serious bid for the construction of the destroyers which Canada will soon give contracts for. This class of craft has been a specialty of the firm.

place and the ribbon cut away so that it will not show. Duchess plumes, the long willow feathers which go all the way around the hat, promise to be very fashionable next winter; but there is usually one taller plume worn with these encircling feathers, which gives height and smartness to the hat.

Persian willow plumes are the very latest notion, the long fines of the feather being dyed in subdued rich colorings which produce a shaded effect that is very beautiful. Two-tone plumes are also shown. But whatever sort of feathers one chooses, it seems, feathers one must have. Never were these trimmings so fashionable, and the feather vogue bids fair to last all through next winter. The black straw hat, with one or two drooping black feathers, is seen with white lingerie costumes, and also with the various black and white frocks that are worn in the afternoon. Such a hat will lift the simplest little black and white dotted lawn dress to distinction, and with the handsome lingerie dresses the big, black, feathered hats are exquisitely lovely.

June 7, 1910

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