

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street. HERALD PRINTING AND PUBLISHING CO., Proprietors.

Fredericton, N. B., April 7, 1910.

THE MONORAIL RAILWAY

The despatches yesterday contain the information that two large companies are now being formed in the United States for the purpose of constructing a line of monorail railway and another for the purpose of manufacturing equipment for this new class of railway. Not much has been published in this country regarding the remarkable invention of Mr. Brennan who has already won fame as the inventor and manufacturer of torpedoes for the British government. Mr. Brennan's monorail is made possible by the use of gyroscopes, which maintain equilibrium of the car both in motion and when standing. Some two years ago experiments were made with what might be termed a "toy train." The popular magazines published descriptions of the experiments made by Mr. Brennan, which demonstrated that it was quite possible to run a train of cars on a single track around curves and over bridges without danger of derailment. The British government was so interested in these experiments that a grant was made to Mr. Brennan by the war department to enable him to construct a train which would be of use to the department in the event of war. The cars and locomotive for this experiment have been completed and last month the test was held at the Brennan Torpedo Works, Gillingham, Kent, England. In the course of these tests as many as fifty passengers were carried at a time around a circular track at a speed of about twenty miles an hour. An interesting feature was the tilting of the car platform to facilitate the loading and unloading of freight. This was done when the car was standing still by manipulation of the gyroscopes. From what is published in the English technical papers there seems to be no reasonable doubt that the monorail is a practical means of transportation and in a few years will come into general use. One great advantage of the new method is its cheapness of construction and the fact that heavy grades are possible. The departure from the ordinary principles of railroad construction made by Mr. Brennan is radical in the extreme and at first was not received with any degree of favor. Now that the gyroscope has been perfected, and it has practically proven that a car to which they have been affixed maintains its equilibrium whether in motion or standing, there is little doubt that before long further experiments will be made and the monorail placed on a commercial basis.

THE VALLEY RAILWAY

The efforts of Mr. Hazen's friends since the House prorogued to make it appear that he was desirous of handing the constructing of the Valley railway over to a company who would secure its operation by the Intercolonial railway, cannot but be amusing to those who know the facts. It must be amusing to Mr. Hazen himself and the members of his government who were committed to Mr. Gould and those associated with him for the construction of the trolley line afterwards, provided for in part three of the bill, months before the opening of the legislature. Mr. Hazen may deny this statement if he pleases, but he cannot deny that negotiations were practically completed for the construction of the road under part three of the bill. The only doubtful point was whether the government of Canada would grant a subsidy of \$6,400 a mile towards the construction of an electric operated railway. It was this doubt on the part of Mr. Hazen that compelled him to leave out of part three the provision that the Dominion grant must be obtained before the government of New Brunswick would enter into a contract for the construction of the road. If any one has any doubt that Mr. Hazen wanted to throw down his own proposition regarding the Intercolonial operation, it will be removed by a careful reading of the bill, the sole purpose of which is to hand over five million dollars of the people's money to secure a trolley line from Westfield to Andover that will never pay and be

a burden on the treasury of the province for all time. This is Mr. Hazen's alternative proposition after he had inserted provisions in the other contract that made it impossible for any company to take up the construction of a road under part two.

THE MISSIONARY MOVEMENT

The Laymen's Missionary Movement is exciting widespread interest in this province just now. Conferences have been held in St. John Moncton and Fredericton and the enthusiasm aroused in each place shows that the movement has already acquired strength and as growing stronger each year. At the conference here last evening the speakers said many good things that should be mentioned. Heretofore the raising of funds for carrying the gospel to the far ends of the earth has been largely done by the women of the Churches. The present movement does not ignore the women who have worked so energetically and enthusiastically in the past but seeks to arouse an interest among the men who to a large extent control the purse strings. If the attendance at the luncheon last night is any criterion of the interest the men of Fredericton feel in this movement to evangelize the world there has been a great awakening among the men of all classes in this community which augurs the success of the movement locally at all events. The speeches last night were all good and suggestive of the benefits which would follow the spread of the gospel throughout the world. At the same time it might be suggested that while the propaganda is being sent to the four corners of the earth, there is still much to do at home upbuilding of the Christian faith and the dissemination of Christian doctrine.

The Gleaner is still trying to argue that Mr. Hazen did not attempt to prevent the construction of the Valley railway under part two of his bill by making the conditions impossible. The people of the St. John Valley know that Mr. Hazen had to obey the demand of his masters who want a non-competing line constructed through the valley instead of a line operated by the Intercolonial or a rival transcontinental system. This was the reason that compelled him to place clauses in the bill to make it impossible for any company to finance the construction of the road under part two of his bill.

The provincial government is to meet tonight and will appoint Mr. P. S. Archibald civil engineer of the survey of the valley route. Mr. Archibald is a conservative in politics and was the chief distributor of "shingles" in the campaign of 1896. The "shingles" were free transportation of conservative voters. The survey will cost quite a lot of money, but the legislature was generous and left the matter of expense entirely with the executive.

The harmony which prevails in the Conservative party at Ottawa is of the variety that makes most people think that there is a great deal of dissatisfaction among even those who are prepared to say "yea, yea," to everything the leader suggests. An improvement may follow when the weeding out is done but there will be so many heart-burnings that the party will be weakened in the house and country.

The local government boasts that they have furnished complete information of their receipts and expenditures. In most instances this has been done, but there are two notable exceptions—the school book deal and the importation of horses from Kentucky. What had the government to conceal when they treated these accounts differently from the others?

Bishop Cameron, of Antigonish, N. S., who enjoyed the distinction of being the oldest Catholic prelate in America, died yesterday. He has been a bishop for 40 years and in that period has done much to consolidate the interests of the Roman Catholic church in Cape Breton and Eastern Nova Scotia.

Civic reformers are being recognized. McGill is to give degrees to ex-Mayor Laporte and Senator Dandur and for their efforts in purging the Montreal City council of some of its worst features. This is as it should be.

To give a rich flavor to the roast, baste it with drippings instead of water.

The majority of the British government in a vote taken yesterday, was 33. The vote was on a fiscal question and the Irish members refrained from voting.

The story of Martha R. Hunt, of Boston, who received a legacy of \$200,000 from her father in 1866 and who died the other day leaving \$900,000 is an interesting one. Miss Hunt was a conformed invalid unable to leave her home yet she so managed her affairs as to increase her fortune over four fold. The sum of \$100,000 is distributed among relatives and the balance among various New England charitable institutions.

RADICAL NEWSPAPERS SEE GOVERNMENT DEFEAT

London, April 7.—The rank and file of the Liberals, especially the more extreme section as well as the laborites, are depressed and indignant at the report which seems to be well-founded, that the government has decided not to appeal to them for a guarantee enabling it to pass the veto resolutions after these are rejected by the present house of lords. The followers of the government has assumed from utterances from Premier Asquith and Home Secretary Churchill that guarantees would certainly be asked for and they consequently are keenly disappointed at the change of programme. A radical paper which accepts the report, declares that the Irish, as a result will vote against the impending budget and procedure resolution and the government being thereby necessarily defeated will resign forthwith and dissolution of parliament will follow. The result, says the Radical press, can only be a triumph for Lords.

W. S. HARKINS DOING WELL

W. S. Harkins is meeting great success in his tour of the West Indies with the Lucia Nola Opera Company. The Barbadoes Reporter, March 21, says: "Today the Lucia Nola Opera Company will leave for Trinidad. Our conviction, like that of a great many others who have had the pleasure of being present at the several performances and whose experience of theatrical and other companies visiting this island extends over a long period is this: That taking the company all in all, a better combination of its kind has never visited our shores. The public have abundantly testified to the esteem in which they hold the company and their warm appreciation of the high merits of the performers by the liberal support accorded in the form of good houses, and by the many beautiful floral tributes bestowed from time to time on the various members while on the stage."

The Lucia Nola Company, played in Fredericton immediately before starting on its West Indian tour.

MARYSVILLE TOPICS.

April 7.—As the Nashwaak River has raised the saw mill and lath mill have started work. A large crew of men are employed. The prospects are very brilliant for the coming season.

Rev. Mr. Berry, Master Thos. Rowley, Messrs. E. G. Merritt and Samuel Hallett attended the banquet given in the interests of the Laymen's Missionary Movement at the Parliament building on Wednesday evening. Mr. Frank Mitchell has sold his house to Mr. William Gibson, Nashwaak.

Some miscreant defaced the brick-work around one of the windows of the cotton mill. The manager, Chas. H. Hatt, has offered a reward of \$20 for any information regarding the offence.

A number of persons are going down to Fredericton tonight to attend the performance of "H. M. S. Pinafore." The train is to be kept until after the opera. It is to be hoped the train will be also held tomorrow night, Friday evening, April eighth.

PERSONAL.

Mr. L. A. Putman, of St. John, is in the city.

Mr. Fred J. Boyer, of Victoria, N. B., is at the Barker.

Mr. H. F. McLean, of McGivney, is at the Queen.

Mr. W. R. Gillen, of Hartland, arrived in the city last night.

Lieutenant Governor Tweedie is to leave this evening for Montreal.

Mr. P. H. Boring, of Montreal, is registered at the Queen Hotel.

Mr. J. M. Queen, of St. John, arrived in the city this morning.

Mr. G. Wetmore Merritt of St. John is slightly improved today.

Hon. John Morrissey arrived in the city today to attend the government meeting.

Mr. D. H. Waterbury, of St. John, superintendent of Dominion buildings is at the Barker House.

Mr. Edward Moore who has been seriously ill at his home here for several days, is slightly improved.

Hon. G. H. Flewelling of Clifton, Kings County who has been confined to his boarding house here for several weeks by an attack of lagrippe, is improving. Mr. Flewelling and daughter, are recovering from an attack of the same malady. All are arranging to return home on Saturday.

April 4 1910

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