

The Daily Mail

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WASHINGTON AND PULPWOOD

Now that Quebec has decided that it is not in the interests of that Province to continue the export of pulp wood, a strong sentiment we are told, is being developed around Washington in favor of retaliating against Canada. A Washington despatch to The New York Journal of Commerce, the leading commercial paper of the United States, says:—"The continued discussion of the Canadian reciprocity situation today has given rise to a belief in numerous quarters that there is a disposition to use the announced pulpwood policy of Quebec as a reason for postponing, or possibly wholly abandoning, the idea of opening reciprocity negotiations with Canada. This intention is not directly assigned to the Administration, but there are influential interests very close to it which would be very glad to see all chance of closer relations with Canada put aside. There were various expressions of opinion on the subject today, and a marked disposition to bluster and threaten the possibility of retaliation against Canada is observable."

That the "interests" are working in harmony is shown by another Washington despatch to The Herald, which says:—"One of the principal disadvantageous effects of the decision to prohibit the exportation of wood pulp from Quebec is that it will have an unfavorable effect on Congress. In order to negotiate a tariff agreement with Canada, President Taft must have the ratification of the Senate, and in case the treaty goes outside the limits of the Payne bill the House would have also to be consulted, as bills for raising revenue must originate in the House. Some members of both bodies are bound, it is felt, to be unfavorably impressed if separate provinces raise such restrictions as are now proposed by Quebec. The Dominion government, it is known, is not responsible for the action taken by provinces, any more than the Federal government is responsible for the action taken by States in some circumstances, but it is hoped the Dominion government can in some way show its disapproval of the proposed action, and hope is expressed that the Dominion will discourage similar action in other Canadian provinces."

THE FASTEST THING ON WHEELS

That this title now rightfully belongs to the automobile, we are reminded by the writer of a leading editorial in The Engineering Record, (New York, March 26.) Motor-driven vehicles of all kinds, including steam and electric locomotives, are now led in the race for speed-records by the rubber-tired car that has no rails at all to run on. Says the paper just named:

"It is casually worth noting that the automobile speed record, which has remained for four years at a rate of 127.6 miles per hour over the measured mile, has again been raised, this time by a gasoline automobile of 200 rated horse-power. The figure touched is 131.72 miles per hour, the measured mile being covered in 27.33 seconds, has put the locomotive record at 120 miles per hour quite in the shade and passes even the top speed obtained in the Zozzen electric-locomotive tests of 1903. Thus the general speed record passes into the hands of the automobile in spite of the fact that it does not have the advantage of a smooth track on which to run."

"The long-threatened increase in railway speeds to sensational figures is yet far from coming to pass, and the 100-mile an hour train seriously projected nearly 20 years ago is still in the dim distance. The stern chase of the automobile is likely to be, as usual, a long chase. These transcendental speeds are perhaps likely to be long in coming as a matter of common transportation, but every raising of the record ought to be a stimulus toward faster trains in those cases where speed really becomes of practical importance. The mechanical possibilities are still very far ahead of practise and the fundamental question has become merely one of commercial desirability."

KITCHENER OF KHARTOUM

The New York World in discussing the recent visit of Lord Kitchener to that city, pays the great soldier the following graceful tribute:

"The brief and almost surreptitious visit to New York, by one of the greatest soldiers of modern times has served by reason of its very contrast to leave an impression which no civic honors or public parades could have deepened."

"In this quiet man in a tweed suit who would not even sanction a salute by a battalion of West Point cadets, the city has been privileged to see the most conspicuous example of military modesty since Grant, and the fact is one on which it is agreeable to dwell. There has been no hint in anything he has said that was the hero of Khartoum; not a word about my regiment, my plan of campaign, my policy in India; no allusion to any event in the remarkable career of the plain soldier whose eminent services raised him to the peerage and won for him the rank of Field Marshal. He has said not a word that could cause concern at any foreign office."

"The example of unostentation and of an incognito strictly preserved is one useful for comparison. New York will regret the departure of its distinguished guest, but with due appreciation of the fact that it has been long enough to point a moral of modest merit."

Canada's naval bill passed its second reading in the House of Commons yesterday. Opposition criticism was of a mild type, and will not carry much weight with the country. They did not challenge a vote on the view so clearly defined by Sir Wilfrid Laurier that the navy shall be under the control of the government and Parliament of Canada.

TO DRIVE ON RESTIGOUCHE.

Mr. Harry Burns of this city left last night by I. C. R. for the Restigouche to drive for the Shives Lumber Company. He took a large party of men with him.

STREAMDRIVER MADE TROUBLE.

Among the stream drivers who left last night to drive for Mr. John Kilburn on the headwaters of the St. John, was a party of Indians. One of the party was drunk enough to be troublesome and a policeman had to be called in before he was quieted.

ANOTHER "IMP."

The Bijou have secured another "Imp" feature, "The Tide of Fortune," which they have imported direct from Montreal. This is the picture that is making people sit up and take notice in the larger towns. Picture goers, don't miss this picture.

RIVER COMING UP.

The rains of yesterday and today have had the effect of slightly raising the water in the river. A further rise is expected.

Reports from points up river are as follows:

Grand Falls—Water at a standstill. Weather cloudy.

Edmundston—River same as yesterday. Dark and cloudy.

Woodstock—River raised about three inches since last night. Weather cloudy.

PERSONAL.

Mr. C. H. Townshead of St. John arrived in the city last night.

Mr. F. Cairns of Toronto is at the Barker House.

Hon. J. K. Flemming of Hartland and Mr. Thos. Waugh of Florenceville arrived in the city last night.

Woodstock is registered at the Barker House.

Mr. J. F. Kee of St. John is at the Queen.

Miss Molly Haward, of Fredericton is visiting Mrs. J. C. Doherty, Padlock street.—St. John Times—Star.

Mr. Clifford Creed has accepted a position as accountant with the F. B. Edgecombe Company.

Mr. B. B. Manzer, of Woodstock, who is to be one of the principals in an interesting event here tomorrow, arrived in the city last evening and is a guest at the Barker House.

Mr. and Mrs. S. D. Simmons, of Fredericton, N.B., who are on their way home from California, are the guests of Mrs. Anderson Littlehale.—Vancouver World.

Miss Emma Crookshank of this city is to be married to Mr. Ralph Fowler, of Worcester, Mass., on May 4th. The ceremony will be performed in Worcester by Rev. C. W. Forster, formerly rector of the Parish Church, this city.

Woodstock Press:—Mr. and Mrs. W. B. Belyea, Miss Ivey Nicholls and Mr. B. B. Manzer will leave Woodstock on the 19th inst., for Fredericton and Halifax, where they will take the steamer for a two months' trip to Great Britain and the continent. While on the visit Mr. Manzer will make extensive purchases of dry goods for Oak Hall.

THE GAMBLING BILL; MR. MILLER'S VIEWS

Ottawa, April 19.—Mr. H. H. Miller, in the course of an interview with your correspondent gave the following epilogue to the antigambling legislation passed by the Commons last night:—

"It is not in human nature to want to give in, and I know that a very large number of persons throughout the country who were very anxious that my bill should pass as it was originally introduced will not be satisfied that I should consent to amend it to allow the bookmaker or the business of gambling on the race track or at any other place for any length of time. However, I and those who supported my bill in the House were beaten on a vote, and the only alternatives that remained were to renew the fight or to accept a compromise. If the fight were carried on I could not tell whether we would succeed any better next year than we did this in the House of Commons and if we did succeed in the Commons we would still have to run the gauntlet in the Senate. Even though with a continued expression of public feeling in favor of legislation the Government should have brought in a bill next session, it is quite likely that it would not have been more stringent than the measure now secured."

"The bill as passed will prohibit the making of hand-books, pool-selling, the transmission by telegraph or otherwise of news or information as to betting or wagering without which information the pool-rooms and hand-books cannot exist. It also prohibits the advertising of tips or inducements of any kind to bet or wager, and it limits bookmaking to the tracks of incorporated associations that are willing to confine their races to seven day meets, to be held not often than twice a year. This will very greatly reduce the number of days racing on every track in Canada where running races are carried on, and will make quite impossible the repetition of such disgraceful orgies as the last year's six-day race meet at Victoria and thirty or forty day meet at Vancouver."

"The bill as passed will make it impossible for any race association here after incorporation to have book making upon its track unless the track be located in or within three miles of a Canadian town or city having a population of not less than 15,000 people. This will have the effect of materially reducing the number of new tracks."

"I realized that I was taking a very great responsibility in either accepting or refusing any amendment to my bill that would be a compromise. One very eminent lawyer who was greatly in sympathy with my bill and who at first said he hoped I would not agree to taking any compromise, afterwards said to me that he thought I would be taking a very great responsibility to refuse a compromise that would result in so great an improvement upon present conditions. That is the view I took of the situation myself, and I therefore fought for the very best compromise obtainable and accepted it. Whatever may be the criticism, I have conscientiously done my best, and I am very fairly well satisfied with the result."

NEWFOUNDLANDERS SAW HALLEY'S COMET

St. John's, Nfld., April 19.—Halley's comet was visible here early today, in the southeastern horizon. Its light was brilliant, coruscant and of cone form.

FUNERAL POSTPONED.

The funeral of the late Mrs. Sarah C. Tobin, widow of the late Daniel Tobin, has been postponed to permit a son of the deceased, Mr. O. B. Grieves, of Beaumont, Texas, to reach Fredericton in time for the funeral. Mr. Grieves is now on his way here. The deceased was seventy-three years of age. She was twice married. Besides the son mentioned, one daughter, Mrs. Henry O. Anderson, of Vancouver, survives. Three brothers, Mr. George McFarlane, of St. John; Mr. Allen McFarlane, of Waasis, and Mr. Walter McFarlane, of Gibson, and one sister, Mrs. Mary Hatch, of Gibson, also survive. The date of the funeral will be announced later.

MOTHER AND SON DEAD.

A Woodstock despatch to the Telegraph says:

"The death of Robt. J. Lindsay took place today under sad circumstances. Yesterday his aged mother, Mrs. Lindsay, widow of Hon. Wm. Lindsay, died at the residence of Mr. Lindsay, and it was necessary to bury her this afternoon owing to the dangerous illness of her son, Robert, who has been sick for some weeks, with a heavy cold, which developed into pneumonia six days ago and which ended fatally. He is survived by a widow but no children. Alex. Lindsay, of Glassville, and John A. Lindsay, of Woodstock, are brothers of deceased. He was a prominent Free Mason and a valued member of other fraternal societies."

Mr. Geo. H. Taylor of Brampton is in the city.

April 20th 1910

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