

The Daily Mail

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THE INTERCOLONIAL STATEMENT

A few days ago it was announced that the surplus of receipts over operating expenses of the Intercolonial Railway for the last fiscal year would probably total half a million dollars. The actual figures are now available and satisfactory as the prospect was, the realization is infinitely more so. The exact surplus amounts to over \$630,000, a striking contrast to the conditions which obtained last year when instead of a surplus at all, a deficit of some \$700,000 was the result of the years working. The country is therefore some million and a quarter dollars better off than on the last occasion when the statement of the years working was summed up.

This is a condition of affairs which must be regarded as highly satisfactory, and reflects great credit both upon the Minister in charge of the department, and the Board of Commissioners, who are responsible for the working of the road. The changed conditions are the result partly of a better and more up-to-date system of book-keeping, and partly of the employment of better business methods of management. The creation of a board of commissioners was an act of statesmanship on the part of Mr. Graham, which will remain to his credit for all time; and the wisdom of the appointments which he made to places on this board has been abundantly justified.

Under the present able direction of the road's affairs, it is not too much to hope that the country has now seen the last of the long string of annual deficits which it has fallen to the lot of the Minister of Railways to have to announce to parliament when reviewing the year's working.

PROTECT THE TREES

A correspondent in our last issue calls attention to the destruction of trees that occurs from time to time in this city, sometimes through wilful injury to them committed by thoughtless or mischievous persons, at other times simply through the neglect of those whose duty it should be to protect them. As the writer referred to says, public opinion should be aroused against these acts of vandalism which, in a few minutes, destroy the beauty of a tree the result of the growth of years or, perhaps, inflict such injury upon it that it dies. Our forefathers were more alive to the pleasant effect that rows of trees will produce along a road or street and in the older towns of this continent—not a little of the charm of the quaint old villages and places is due to the avenues bordered with trees planted some three or four generations ago, and which still flourish to remind the beholder of those who planted them with the hope that those coming after them might enjoy the beauty of their foliage and seek the grateful shade they offer on a hot summer day.

Fredericton is remarkably fortunate in this respect, for on some of the thoroughfares, the rows of trees not only add largely to the appearance and scenic beauty of the street, but they also afford a most grateful shade in hot weather. These trees should be protected to the utmost possible extent.

INVASION BY AIR ROUTE

For the second time within a year an air ship has been driven across the British channel, each time carrying a Frenchman. Blieriot did it in a little more than half an hour last summer; De Lesseps in less than an hour on Saturday last.

The wall of the sea which for so many centuries has stood as one of the fortifications of Great Britain has been pierced by aerial strategy. It is not a thick wall—hardly 25 miles—and now it has been demonstrated that a lively aeroplane can make the jump across it with ease.

Suppose there were a fleet of these air ships, developed as Professor Graham Bell says they may, to great carrying capacity, the traditional boggy of nervous Englishmen, the invasion of the island kingdom from

the continent may become a startling reality in that day. De Lesseps, it is reported, made the trip out of sight, above the great clouds of low-lying fog.

As a spectacular performance the flight by airship across the English channel will probably continue to have a special fascination for venture some pilots. It presents an element of danger which ordinary tests lack. If anything goes wrong in mid-air the Channel does not offer the kind of landing-place that a cautious aviator would select to repair his motor.

Still, because of the physical conditions it appeals very strongly to the imagination. And yet to pass from one country to another in half an hour in defiance of the perpetual barrier which has been England's best defence against invasion is perhaps no more difficult a feat than many an aerial trip of equal length across country. In duplicating Blieriot's record Jacques de Lesseps barely covered half the distance that Maurice Fairman flew the same day when he carried a passenger eighty kilometres, from Beauce to Etanles.

THE RAILWAY DISASTER

Until the accident which happened to the Maritime express from Halifax to St. John, yesterday, has been investigated, it will probably be as well not to hazard any opinion as to the causes which led up to the disaster. One thing however, which will strike most people will be that if it becomes a question of one train having to give the right of way to another, the preference should in every case be given to a through express. A freight train or a purely local train is never as a rule in any very violent hurry; whereas a through express has to keep schedule time unless traffic and the convenience of the travelling public is to be seriously upset. Whatever the rule governing the working of the road may be at the present time, both expediency and common sense dictate that an express should always have the right of way.

THE DIGNITY OF PRINCES

The chancelleries of Europe will no doubt feel grave concern over the animosities engendered by the order of precedence at King Edward's funeral. The dignity of princes is a serious thing, and the departure of an Austrian Archduke in a huff because he was made to fall in behind the ruler of a puppy kingdom, to use Mark Twain's phrase, bodes ill for international concord. There is also resentment in France at the honors accorded to Orleans princes. It is a curious anomaly that the obsequies of Europe's Peacemaker should be the occasion for a disturbance of its peace.

Public funerals are a prolific cause of quarrels among civic dignitaries over questions of precedence. That society when it gathers to pay a last tribute of respect to one of its "cousins" is not superior to them shows how narrow is the dividing line between "divine right" and the common clay of which aldermen and the rest of mankind are made.

WARRING ON BUCKET-SHOPS

The vigor with which the American Government is prosecuting its campaign against bucket-shops and the wide range of its activities for their suppression augur well for the relief of the country from a form of gambling which has been all the more pernicious because of its outward respectability.

Persons who would not think of entering a gambling-house have risked their savings in wagers on the turn of a blackboard quotation and with even less security than a faro bank affords. The evil influence of the bucket-shops has been far-reaching and their eradication would be of distinct benefit to public morals.

HIS PUNISHMENT.

"See here!" exclaimed the fair maid angrily, this is the third time you have proposed to me. Didn't I tell you the last time not to do it again?"

"Y-yes, I believe you did," stammered the persistent young man in the parlor scene. "But I—er—forgot." "Oh, you forgot, eh?" she sneered. "Well, I'm going to teach you a lesson that you won't forget soon—You have proposed to me for the last time."

"Why," he queried, after the manner of his kind, "what are you going to do?"

"I'm going to accept you!" she replied. "That's what I'm going to do!"

Hogs are waste savers. A farm without hogs has many leaks.

FIRE DESTROYS BARN AT ST. JOHN WITH 25 HEAD OF CATTLE

Flames Had Made Such Headway When Firemen Arrived That no Effort Could be Made to Release the Tortured Animals—Believed Fire Was Caused by Drunken Men Who Went to the Barn to Sleep.

Telegraph.—Their rescue an impossibility, twenty-three valuable head of cattle belonging to John Hannah, milkman, were burned to death between 11 and 12 o'clock Monday night in a barn back of Fort Howe. So late did the discovery of the fire come that not a hand could be raised to save them by the people who gathered about the hills in time to witness the last stages of the death trap's consumption. Fearful heart-wracking bellowing deafened the ears of the listeners as the tortured animals gave vent to their pain and fear, but these were not heard for long.

Mr. Hannah has lost his entire stock in trade and will be put completely out of business for the summer at least; in fact, he thinks of leaving the town, as his herd could not be duplicated except at great expense. In assembling it he had spent most of last summer journeying about the country, and the catastrophe came at the very worst possible time of year for his business. He values the cattle he has so disastrously lost at over \$1,000, exclusive of the profits they would have brought him. To offset this he has only \$400 of insurance money due on a policy issued by Alfred Burley. On the feed which he had in the barn he had \$100 insurance. The building itself was owned by David Corkery, and was fully covered by insurance.

LURKERS SUSPECTED.

No other explanation exists as to the cause of the fire but that it was the work of members of the always existent band who infest the barns of the vicinity on almost every night of the year. Mr. Hannah does not at all suppose that the thing was done intentionally, but thinks that a match lit for the purpose of locating a place to sleep was thrown among the hay by a drunken lurker. If the fire was not incendiary, the men responsible must have been very drunk, for they could, being on the spot at

first, have loosed every animal in the barn and driven it out in five minutes at most.

LIFE REPORTED LOST.

A report gained circulation yesterday that a man had been burned to death with the cattle, the story being that three men had been seen entering the barn, and two had been seen coming away after the start of the fire. A certain character of police court notoriety was named as the man who had been destroyed, but he is in reality in a central police station cell, having been arrested Monday evening on a charge of drunkenness. Another man of similar habits was also said to be missing from his usual haunts yesterday, and his name was mentioned in the same connection, but there was no verification of this. The ruins were closely scammed yesterday by many, but nothing resembling human remains was discovered.

A SHOCKING SPECTACLE.

The scene of the affair is a shocking spectacle, showing with terrible distinctness how the doomed cattle uselessly struggled for life. Pitifully well the positions in which the carcasses lie shows the agony and intense exertions for freedom which preceded death. Every one is intensely conformed. At one end one carcass lies upon another, breaking the regularity of the ghastly row, and in several cases the position of the body shows that the animals freed themselves from the stanchions before life was extinct, and despite the fact that the door of the barn had been blown off every animal in the barn was slowly cooked, struggling to the last. The cattle stood in two rows, facing each other, and none of them got far out of line.

From a sanitary standpoint, it was unfortunate that rain followed the fire, for the carcasses are not nearly completely consumed. The coming of the rain reduced the affair to a horrible barbecue, the blackened remains lying in almost life-bulk, the entrails exposed to view.

: THE EMPIRE AND ITS NAVY :

If there is one question more than another that has, during the past year, been agitating the minds of politicians and statesmen, not only in the Old Country, but in every part of the Empire, it has been the question of defence. If the Old Country the fight has been carried on between two factions, one known as the "Little Englanders," and the other as the "Blue Water School." The first was desirous of reducing the navy expenditure, and the second was a strong and vibrant advocate of the "two power standard." It may also be pointed out that the controversy of the standard of construction has been a long and fierce one and that, too, has never yet been settled. But nearly all have come to the conclusion that for the peace of the world the navy of the British Empire will have to be maintained in such a numerical and efficient state, both as to equipment and commission, as to preclude the possibility of the invasion of any part of the units of the Empire.

There has been one good result that has come out of the discussion and that is that it is now becoming recognized that the first and paramount thing is the concentration of the British fleet in home waters. That is one of the most important items in the policy of the Empire which is being gradually recognized by the Overseas Dominions, and will doubtless confirm them in the decision at which Canada, Australia and New Zealand have already arrived at. The burden of naval defence which has been resting on the taxpayers of the United Kingdom is by no means a light one. In the last eight years the expenditure on new ships and guns alone has been \$425,000,000, and as other countries have also increased their naval expenditure proportionately, there has been no possibility for Great Britain to reduce her naval expenditure.

Both Germany and the United States have been increasing the amount of money expended on their ships, and it has been felt incumbent on the part of the units of the Empire to look to the means of defence of their coasts. It is an acknowledged fact that Great Britain is undergoing a terribly heavy strain in order to keep up to the "two-power standard," which the "blue water school" demand. The "two power standard" as is well known, laid it down as fundamental that the British Fleet should be as strong as

the combined fleets of any other two powers with a ten per cent. margin. So far this has been maintained, but the drain on the resources of the United Kingdom to maintain the defence of the Empire has been terrific.

To a certain extent the "two-power standard" has been modified by Mr. Asquith, who has ruled out the United States as being entirely out of the reckoning, in consequence of the cordial relations which at present exist between the two countries. Still, at the same time, it is recognized that if the various parts of the Empire are to be safely defended, the fleet of the Empire will have to be maintained at a high standard.

Realizing this necessity the Dominions of Canada and New Zealand and the Commonwealth of Australia have resolved to take part in providing for the defence of the Empire. In each case the decision has been arrived at to provide battleships for the defence of the coasts, and, if necessary, to help England in a time of need. As far as Canada is concerned the line of thought that led up to the Dominion taking up its present policy was well voiced at Vancouver by Mr. Clive Phillips Wolley, who said, "Canada cannot stand alone. The navy has made her, for without a navy Wolfe could not have won his victory. The navy has led her in early days, has enabled her to expand and grow. A common sense of duty should now make her take some of the burden off the shoulders of the mother who had nursed her infancy. Here is Canada with a floating wealth of 200 millions of dollars on the seas, virtually without protection, except such as the Mother Country gives. Here is Canada in such a position that she can compete for the trade of the Pacific with the States, and yet she has not recognized that it is her duty to help pay for the insurance which the navy gives and which holds in check the predatory and competitive instincts of other nations."

At the present time Great Britain has for the defence of the Empire the greatest fleet of fighting ships that ever the world has seen. At the last naval review in the North Sea there were over three hundred warships of every description, manned by 68,000 officers and men. And in spite of all that is said Britain is building more, for in respect to the supremacy of the sea, as the Right Hon. Reginald McKenna, First Lord of the Admiralty remarked, a short time ago: "We mean to keep it for all time."

May 16, 1910

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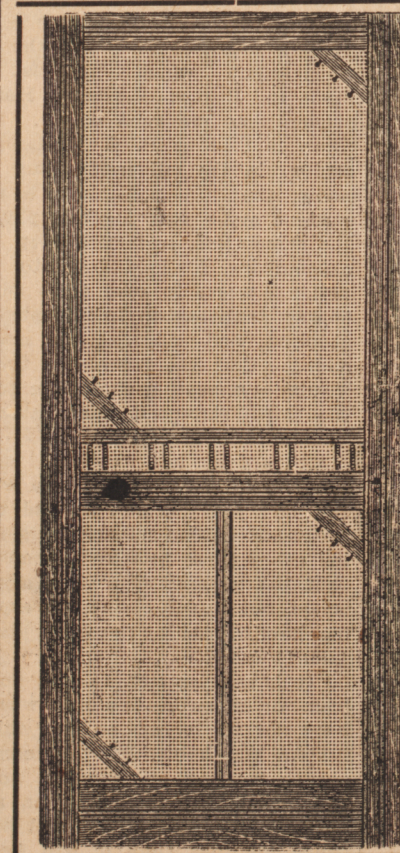
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