

The Daily Mail

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Fredericton, N. B., April 6, 1910.

THE TRANSCONTINENTAL

From present indications the sections of the Transcontinental railway in New Brunswick will be completed long before the link connecting the Province of Quebec with the prairie division. It will also take some time to reconstruct the Quebec bridge, but this difficulty can be overcome temporarily by means of a ferry. The Transcontinental opens up much new territory in this province and will prove an important factor in the development of the lumber industry. At the present time, lumber is in good demand at home and abroad, and can be manufactured more cheaply at the stump than elsewhere. Already operators along the line of the Transcontinental are making enquiries as to how they may best utilize the new line when it is completed and there is every reason to believe that at the very outset there will be a paying traffic for the New Brunswick section of the railway. It will also form a connecting link by which Fredericton and other river points can be supplied with coal from the Minto mines.

It can hardly be expected that the Grand Trunk Pacific Company will undertake the operation of a section of the road isolated as this is from other sections, but that is no reason why the country should wait two years for the completion of these other sections and the Quebec bridge. It is clearly the duty of the government to commence the operation of the Transcontinental as soon as it is taken off the hands of the contractor. The road has to be kept in repair in any event and it will cost less to make the repairs on a railroad that is being operated than on one standing idle. The Mail is not informed as to what the intention of the government is concerning the operating of the Transcontinental. Between now and the end of the year practically the whole road in New Brunswick, some 262 miles, will be completed and ready for operation. The road is now under the control of the Transcontinental commissioners, and it is to be assumed that if operated by the government the road would still remain under their control until turned over to the Grand Trunk Pacific Railway Company. The opening of the Transcontinental will make a new epoch in the history of New Brunswick.

It will not please little Mr. Crocket and lesser Mr. Daniel to learn that St. John is to have a dry dock largely as the result of the efforts put forth by Hon. William Pugsley. When Sir Robert Perks was in St. John Dr. Daniel was most attentive to him, but the arrangement by which the St. John and Levis docks were to be undertaken had already been taken in hand by the government and information was being procured regarding the feasibility of the plans proposed. The docks are the logical sequence of the St. Lawrence route in summer and St. John the winterport. The docks will be constructed under the direction of the Public Works Department of Canada.

The people of the United States who have nearly killed off about as many of their citizens every year as were killed during the revolution—any war celebrating that event, have come to the conclusion that there are saner and better ways of showing their appreciation of their ancestors. Already the agitation for a saner fourth of July has commenced. Chicago is going to have a magnificent historical parade, New York has prohibited the sale of fireworks from June tenth to July tenth. In many other cities there will be a quieter day and many useful lives will be saved.

There is a feeling among a large class of citizens that Fredericton should have better streets. The area the tax-payers can afford to pave is limited, but this does not necessarily mean that all streets outside of this zone are to be neglected. Continuous work is necessary to ensure good streets. It is also idle to suppose that there can be good streets without a corresponding expenditure. If the people are really desirous of having good streets they can accomplish

their purpose by placing about double the present sum at the disposal of the council. Unless that is done there will not be any marked improvement this year over last.

Although the ice commenced running out on Monday, this morning really marked the opening of navigation for 1910. While this event is not so important to Fredericton, as it was before the days of railways, yet Fredericton experiences quite a boom when the river opens. We do not make the most of this beautiful river and its great natural attractions. Some day the beauties of the St. John will be better appreciated and when that day comes the scenery of the St. John river will be a valuable provincial asset.

The council last night passed a bread by-law, fixing the size of the loaf of bread. It is easy to pass laws, but difficult to enforce them. The bread law is one that ought to be enforced.

THE STEAMER ELAINE FIRST BOAT IN PORT

After being detained at Wilmot's Landing for thirty-six hours by a heavy run of ice, the Steamer Elaine looking as bright as a new pin, pulled into her wharf here at eight o'clock this morning. As usual, she was the first boat of the season to reach here, and a number of people were on hand to welcome her. She had on board only a few passengers, but carried a big cargo of freight, consigned to local merchants.

During the winter the Elaine has been given a thorough overhauling, and is now in first-class condition. Her exterior has been brightened by a coat of paint, one of her decks has been refloored, a handsome new carpet has been laid down in the ladies' cabin, changes have been made in the sanitary arrangements and nothing calculated to add to the comfort and convenience of passengers has been overlooked.

Capt. C. W. McLean, a most courteous and experienced river navigator, who commanded the Majestic last year, is now in command of the Elaine. Frederick Lewis is the engineer, Herbert Crabb, the first officer; Hedley Upton, the purser, and Arthur Ganong fills the important post of steward.

Dr. L. A. Currey, the manager of the company, made the trip from St. John on the Elaine. Talking to a Mail representative, he said that it was the intention of his company to give the people a first-class service, and it was their intention to look sharply after the interests of the Fredericton patrons. The Elaine would make three round trips a week leaving St. John, Mondays, Wednesdays and Fridays, and returning on alternate days. In regard to the Hampstead, he said it was the intention of the company to place her on the Fredericton-Gagetown route in the course of a few days, or just as soon as the ice run ceased.

After discharging her cargo, the Elaine left for St. John at nine o'clock this morning.

RESOLUTION ADOPTED ON G. R. LOGAN'S DEATH

At a regular meeting of Moncton Division No. 162 Brotherhood of Locomotive Engineers held at Moncton, April 2nd, 1910, the following resolutions were adopted:

"Whereas, The Almighty in His Infinite wisdom has seen fit to remove from our midst our worthy and esteemed brother, George N. Logan, who departed this life at Gibson, N. B., on March 25th, 1910, after a tedious illness of some months duration, and

"Whereas, we recognize that in the death of Brother Logan, we have lost a worthy member, and the railway a faithful engineer and we his immediate associates and brothers, a sincere friend, who was esteemed by all with whom he became acquainted, and while we bow in humble submission, to the will of the Supreme Ruler, we none the less mourn the loss of our worthy and esteemed Brother.

"Resolved, That we tender to the sorrowing family our most heartfelt sympathy in their sad bereavement, and as it is not in our power to bestow solid comfort we commend them to Him Who alone consoleth and health the wounded spirit. Be it further

Resolved, That as an expression of our sympathy and friendship for his family, and in loving memory of our late brother, we forward a copy of the foregoing resolutions to his bereaved family and publish the same in the press, entering them on the memorial page of our records and that our charter be draped for the usual period.

Signed on behalf of the Division.
C. S. MCCARTHY
GEORGE A. STONE
W. F. HICKS.

The more a woman can smile to gain her point the more she could cry if it would serve her purpose just as well.

A PECK OF TROUBLE FOR THE TORY LEADER

Borden Finding the Task of Unloading Foster and Monk Not an Easy One.

The answer to the demand for Mr. Borden's head is prompt, if we can judge by the last news from Ottawa. Mr. Borden it seems, is to keep his head, but to appease the gods he offers those of Mr. Foster, Mr. Monk, Mr. George Taylor at once, and, if there is clamor for more, those of Mr. Haggart, Dr. Sproule and Col. Hughes and several others might easily be tossed into the basket.

To say the least, this makes an interesting diversion. Also, there is something promised in the way of new men. Mr. Doherty is to step over into Mr. Foster's seat, temporarily, it is said, but once there he will take a lot of dislodging. Mr. Casgrain is to go up for Quebec, even if he has to get an Ontario riding to choose him. Mr. Hanna is slated to leave Toronto for Ottawa. Mr. Robert Rogers, who was breaking a lot of glass six months ago, is resting in Europe preparatory to taking Mr. Roblin's office as Premier of Manitoba. Everybody may be pleased, therefore, except possibly Mr. McBride—and Mr. W. F. McLean, who may be forgiven if he remains unconvinced that all these shiftings in any way increase Mr. Borden's potential fitness for leadership.

What is a little surprising in all this, is that it should be thought so easy to get rid of Mr. Foster and Mr. Monk, not to speak of some of the others. It does appear to be settled that Mr. Foster is shelved, and if he is it can only be at his own desire, and because he feels keenly the position in which he has been placed. Granted that his presence at Ottawa would be a considerable embarrassment to his colleagues, and that his peculiar method of attack would lose most of its effectiveness so long as the verdict of the Toronto jury remained against him, it is nevertheless more than a little surprising that he should allow himself to be shouldered aside in this summary not to say brutal fashion, by the very men who forced him into the libel action he had himself the good sense to want to avoid. Of course, if his health is really broken that is a different matter, but if it is the precipitation shown to act before he has had a chance to get better, is evidence of a determination still more cruel.

Then as to Mr. Monk. It will surely be found a difficult business to snuff him out. If anything, leaving aside the question of agreement or disagreement with his opinions, Mr. Monk stands higher in the general estimation than he ever did, and he has always shown that he possessed the qualities people like to find in a public man. Honorable, high-minded, sensitive, he has already endured enough humiliation at the hands of lesser and coarser men in his party to have broken him if he were made of poor fibre. Maybe he will take lightly the sentence under which he is to be punished for Mr. Borden's sins, but it is much more likely he will hold on. For we must not forget, after all, that if the conservative party reached Ottawa last autumn split into four or more factions, and consequently rendered helpless for this session, the fault lay with the leader, who, ignoring his followers, dictated a policy for the party without consulting his associates in the party and so set them all an example which many were at speed to follow. For his fault others are to be punished. He is fortunate, but can such luck hold?

REAL MAN HUNT TO ENTERTAIN SOCIETY

St. Louis, April 6—More thrilling than Uncle Tom's Cabin was a real man hunt which had its climax at the Coliseum, when Joh Watt, a negro boy, was trailed and cornered after a half hour's chase through the streets of St. Louis for the amusement of St. Louis society.

The chase marked the close of the Mississippi Valley Kennel Club's dog show. Watt, panting for breath, and thoroughly exhausted, crouched in a corner of the bandstand, where he had climbed for safety, while the dogs, frothing at the mouth and leaping at the stand, bayed the note of discovery.

The hounds, Fanny and Queen, are the ones that captured the negro murderer of Annie Pelley, of Cairo, Ill., last November, when the negro was burned by a mob. They are owned by Butler County, Mo.

At nine o'clock Watt's hat was thrown to the dogs, and the negro boy started. The dogs were put on his trail ten minutes later. For a distance of perhaps twenty blocks, through alleys, down streets and frequently doubling on his trail, the hounds trailed the negro. He entered the coliseum through a window in the rear of the building. As the dogs entered the building he climbed to safety in the bandstand.

No success is worth anything, or helps the gainer to be great, that is won by thrusting down others or taking unfair advantage. Truly great natures help others onward.

April 4 1910

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