

The Daily Mail

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THE WINTER PORT

Mr. Pugsley has passed through Parliament an estimate of \$450,000 for the dredging and construction of wharves at the port of St. John. In bringing down so generous an estimate for the development of the winter port of Canada, Mr. Pugsley is making good his promise that St. John should not lack the needed facilities for its growing trade. It is difficult to say just how much has been spent in St. John to provide adequate terminal facilities for the winter trade of the country. The people of the metropolis of New Brunswick spent upwards of a million dollars in providing facilities for this trade before appealing to the central government. This proved a severe drain on the civic exchequer. When St. John commenced wharf building, the rate of taxation was about \$1.67; two years ago, when the government of Canada practically undertook the carrying out of the plan for necessary terminal facilities on the west side of the harbor, the rate of taxation was \$1.90, a very perceptible increase.

It will be remembered that when Dr. Pugsley was asked to resign the premiership of New Brunswick and contest the constituency in the interests of the Liberal party, he was presented with a requisition signed by about two-thirds of the electors of the city. The feeling at that time was that St. John needed a strong representative—its foremost citizen as their representative at Ottawa and Mr. Pugsley was the one man thought of. The city had gone as far, if not further, than its means justified in the creation of harbor facilities and the advancing tax rate threatened to throttle the industrial development in the future. For a community the size of St. John, these enormous expenditures on wharves was a daring experiment, particularly as the steamships using the wharves did so free of all charges for some five years or more.

The property in the harbor owned by the corporation of St. John is valued at somewhere over two millions of dollars, but the net revenue is still some twenty thousand dollars less than the interest charges and the annual cost of expenses. This large sum of money has to be contributed annually by the tax payers. The amount is now growing less yearly, but it will be some time yet before the receipts and expenditures will balance. From this statement it is easily seen that the city was in no position to provide further expenditures for the rapidly growing trade therefore the necessity of a strong man at Ottawa to argue their case and get the federal government to assume the responsibility. St. John has such a champion in Hon. William Pugsley, now minister of public works. The selection of Mr. Pugsley by Sir Wilfrid Laurier for this important portfolio was fortunate for Canada, and more particularly for St. John. Mr. Pugsley is an out and out Canadian. He hopes and desires to see all the trade originating in this country flowing through its own ports. If the exports go out from Canadian ports, the imports are sure to come in through them also as return cargoes are necessary for all vessels. Mr. Pugsley has done more than he promised to do for the port of St. John, and more than any other man who preceded him as a representative from the province of New Brunswick. This is saying much as both Mr. Blair and Mr. Emmerson did good work on the Intercolonial Railway, and made it in fact as in name "the people's railway."

When what Mr. Pugsley has done for the promotion of trade at St. John and the consequent benefits to all parts of the province are taken into consideration, it seems remarkable that the attacks made upon by the two disgruntled politicians at Ottawa are listened to by sensible men. No man has worked so hard at Ottawa to obtain substantial benefits for his native province and no man has accomplished half as much. The party represented by his assailants were in power for 18 years and every year because of their do nothing policy, the province lost in population and influence. Now that there is growth and prosperity everywhere, the direct result of the policy of the Liberal party there is nothing to bad to say of the leader of that party in New Brunswick.

CANADA'S NEW CITIZENS

It is stated that thirty thousand immigrants will sail from the British Islands in twenty-three steamships, leaving there in the next few weeks. This does not include the large immigration into north-western Canada from the United States. Just how many farmers will cross the line this spring is still a matter of speculation but the number will be large, probably as great as the immigration from Great Britain. In the past nine years 235,639 homesteads were entered in the northwest. About half of these were taken by Americans. The immigration this year is more general than at any other time in the history of Canada. Every province is getting some, but the lion's share goes to the west. There is no doubt Canada is the popular location for immigrants from the British Isles. The opening up of the vast interior of the country by three great railroad systems which control the transportation of the west has made available thousands of acres of the best wheat growing land in the world. Every mile of railway built in the west increases the land available for settlement and much is taken up in advance of the railway. We hear sometimes that homesteaders are getting scarce, forgetting all the while the great Peace River district, which has scarcely yet been touched and which a few years ago was practically regarded as unfit for settlement.

The Wall Street Journal, commenting on the emigration of western farmers from the United States to Canada says:—"It takes a robust faith to visit Ellis Island and still believe that we are making a good exchange for the western farmers we are losing to Canada. In the matter of men we are exporting the finest product we manufacture, and it would be a poor bargain if we got only the dregs of Europe in exchange. Something else than mere natural advantages is required if we are to continue to draw from other countries the finest type of settlers. Canada is able to attract them, and perhaps the following extract from a letter of a farmer who has sold his land in Minnesota and settled in Saskatchewan will indicate what is wanted:

"I'll tell you what it boils down to. Ever since the settlement of this country began it has been understood and recognized that the man who breaks the law is going to be jailed. It don't matter if he is as spry as a gopher nor as husky as a buffalo. It don't make any odds if he can crawl into a prairie dog's hole. If he breaks the law he's going to be jailed, good and sure! He can have fifty guns and \$50,000, he can have any sort of pull you like—but he is just going to be jailed. It may take a day, a week, or a year; but he'll be jailed sure. Maybe he'll kill a northwest policeman, maybe he will. Well, then, he'll hang for a dead sure thing! He'll never buy a Northwest policeman nor he'll never escape jail if he breaks the law. All Canada knows it, and that's why this country is a good country to live in."

MEN WHO SHOULD BE REMEMBERED

When the grant for the monument to Sir Leonard Tilley was before the house of assembly, Mr. Copp suggested that Fredericton was the proper place for the erection of the proposed statue. On Friday when the matter came up in the house of commons, Dr. Sproule said that he was of the opinion that the services of Sir Leonard Tilley to Canada were sufficient to warrant the erection of a statue at Ottawa. In this case both governments are assisting the citizens of St. John to erect a monument to a gentleman who represented that constituency both at Fredericton and Ottawa for many years. It would be well for the citizens of Fredericton to make an effort to have statues of the late Governor L. A. Wilmot and the late Judge Fisher erected somewhere near the parliament building. The services of both these men to the province of New Brunswick entitle them to a permanent memorial. There is a portrait of Governor Wilmot in the House of Assembly but this is not sufficient recognition of the great services he performed for his native province. Mr. Hazen had expressed himself as favorable to a permanent memorial to both of these gentlemen. As neither took part in Federal affairs the cost would have to be borne entirely by the friends of these gentlemen and the province. New Brunswick has not done much in recognition of the important services rendered by the men who brought about responsible government for the province

and the time is now ripe for something to be done towards erecting a permanent memorial to these two leaders of that important movement. We have a statue to Robert Burns in front of the Parliament building, erected by the Scotsmen of the province. It should not be difficult to secure a goodly subscription to keep green the memory of men who vastly improved the condition of the people of New Brunswick by giving them a government independent of Bowring street.

Hon. H. S. Fielding is undoubtedly the greatest finance minister Canada ever had. He possesses wonderful tact and ability and it is not much wonder the business men and manufacturers of the county have every confidence in him. In the recent tariff negotiations with the United States Hon. Mr. Fielding acted on the principle that a compromise is better than defiance. His tact and diplomatic skill undoubtedly averted a commercial war which in the opinion of such an eminent authority as Sir Charles Tupper, is worse than actual war.

GOLD REPORTED FROM KINGS' COUNTY

An Indian, Mike Sacobie, Claims to Have Found Nugget at Kingston Creek.

(St. John Telegraph.)

The finding of gold in paying quantities within a few miles of the city is the purport of a rather sensational story brought to the city on Saturday. It is said that, the precious stuff has been found at Kingston Creek by an Indian and that samples of it sent out of the province for analysis have been pronounced genuine by an expert.

The yarn was brought in by an Indian from near Rothesay who is well known here, but the circumstances attending its becoming public made it impossible to obtain complete verification yesterday. If the tale is not altogether reliable, it is a daring joke the facts of which are in themselves rather interesting on account of the motive which prompted it.

On Saturday evening just before Intercolonial train, No. 10, Halifax express, was due to leave the Indian mentioned approached the Canada Railway News Company stand, and scrutinized the sign projecting over the door, which reads "News Room." With a quaint idea of the nature of the place, he asked Leonard Curren son of Frank Curren, the agent, "if they printed news there." The lad replied that if the Indian had anything he wanted to see in a newspaper, he would try to arrange it for him, and as he saw no reporters about, made a note of the yarn the Indian unfolded. This came later into the hands of a Telegraph representative.

The alleged discoverer of the gold deposit is an Indian named Michael Sacobi, a brother of Frank Sacobi, who disappeared from the Union depot and his wife's side on Christmas eve last, turning up at McAdam after his relatives had searched for him for several days. Sacobi is said to have picked up a gold nugget which he showed to a city man, and which was afterward sent away for analysis. The local promotor, it is said, after looking into the case, paid the Indian a large amount for his find and the chance to follow it up by buying the land on which the nugget was picked up.

This is everything known about the matter and more could not be obtained here yesterday as the Indian left for his home on the Halifax train.

MAJORITY OF SETTLERS GO TO CARLETON COUNTY

Mr. A. Bowder, of St. Mary's, who has spent several months in Great Britain as special representative of New Brunswick, returned home on Saturday. He conferred this morning with Mr. Hubbard at the Agricultural office. Mr. Bowder has placed two of the party of settlers which came out on the Empress of Britain, in St. Mary's with Mr. P. S. Watson. They are Mr. and Mrs. Pond. Two others will go to Mr. McCluskey of Magerville. Mr. Bowder reports that there is no difficulty in placing the persons he is bringing out but that inconvenience has been caused by people in this province who had guaranteed to employ the newcomers refusing to fulfil their promise. About two hundred settlers for this province are landing at St. John, or will land there before the close of winter navigation. Men from western provinces made efforts to induce members of Mr. Bowder's party which came in the Empress to go west instead of remaining in New Brunswick. They were successful to some extent. Carleton county has taken the bulk of the first party but others will locate in this part of the province.

Talent knows what to do; that knows what not to do.

April 4 1910

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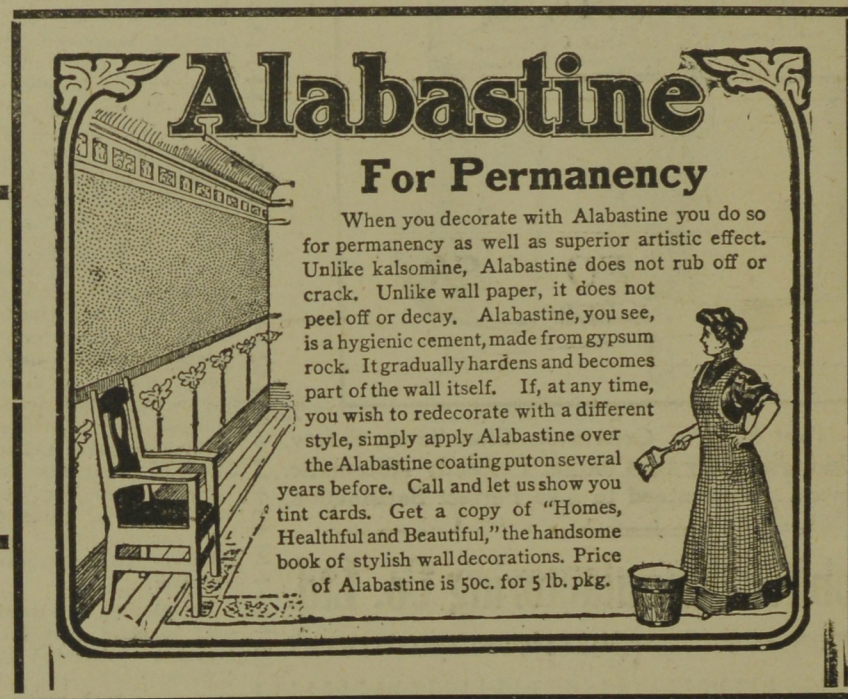
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