

The Daily Mail

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TO OUR READERS

Readers of The Mail will not fail to notice that the paper appears today in an enlarged form, an additional column having been added to its pages. This has been rendered necessary in order to enable The Mail to maintain the reputation it has gained as a "news"-paper, otherwise owing to the large and continually growing demand upon its space for advertising purposes, much news matter must be crowded out. The reception which has been accorded to The Mail by the reading public has shown that it is satisfactorily filling a need and, and having this in mind it will be the aim of the publishers to make improvements from time to time as occasion demands. The Mail is first of all a newspaper, not a party hack or an organ for the promotion of any particular interests.

RECIPROCITY PROPOSAL

American Boards of Trade and other bodies are busy just now passing resolutions in favor of reciprocal trade with Canada. Canadian Boards on the other hand are passing resolutions against any such reciprocity. The attitude of the latter is fairly justified, for they know perfectly well that when Americans propose some arrangement relating to international affairs, there is always something in it for themselves at the expense of the other party. Time and again this has been evidenced, although in the long run occasionally, American politicians have over-reached themselves. Whenever Canada has made conciliatory advances to America they have been misconstrued and met with repulse; and if Canada is now suspicious of advances made by her neighbor such feeling is the result of the experience which has taught her discretion. Reciprocity would mean that America has all to gain and little to lose thereby; but for Canada it would be the reverse.

Today the United States wants raw material, and so does Canada. What the former has, she wants to keep; what she has not, Canada has. United States manufacturers covet that, and no reciprocal treaty, trade or otherwise, will be ratified by the United States Senate, unless it affords opportunity for the cutting of a sweeping swath in the demesne of Canada's raw materials and advantages vouchsafed for transporting them through Canadian channels into American factories; thence to be returned as finished products, sold in Canada, Great Britain and other foreign markets. Canada must be alive to the consequences of "reciprocity" such as this.

THE EXODUS FROM THE EASTERN PROVINCES

The people of the Maritime Provinces are accustomed to the knowledge that their provinces are being continually denuded of their best men on account of the lure of the west, and the superior attractions which the western provinces are supposed to hold out. To these people therefore it may perhaps come as some comfort to learn that they are not alone in their trouble in this regard, for it seems that there is a similar exodus going on from the Province of Quebec. It is said that last year, in addition to the number of native born, who left to take up new homes in the west, no less than ten thousand people left the province for the United States. Mr. H. Dupont, the federal colonization agent in Quebec, says that several causes are responsible for this emigration. He regards it as very unsatisfactory, that in a prosperous year like 1909 so many of the natives of the province should have gone to a foreign country. Something like five thousand more left Quebec for the northwest, but these are not lost to the Dominion and their migration is not to be deplored like that of the exodus to the United States. The want of steady employment and the lack of progress in many of the rural districts in the province are among the causes to which Mr. Dupont ascribes the emigration. He thinks the estab-

lishment of small local industries which would give employment to the people during the long winter season would do much to check a movement from the Eastern provinces generally which all Canadians must regret.

PROTECTION TO LIFE

The number of fatalities from accidents which have been recorded in the press during the past few weeks has been abnormally large, and gives food for serious consideration. While Canadians properly declare that in the Dominion greater protection is given to human life, the better administration of the law and the more certain enforcement of the penalty on those guilty of murder, than is the case in the United States, it is doubtful whether in another matter we are as careful of the lives of the people as we should be. We have still much to learn from Great Britain in this respect. At present it looks as though life is held too cheap in Canada and money is more regarded than life in many lines of industrial activity. Even from a merely material point of view this is wrong. But from other motives we think there is need of more vigorous action on the part of those in authority in order to give greater safeguards to the lives of those engaged in many branches of industry and thereby lessen the heavy toll of life that is caused by accidents that might be prevented.

A MIRACULOUS TRANSFORMATION

Chronicle—The Toronto News says that "Mr. Borden now leads as strong an opposition as the House of Commons has known for twenty years." A cog must have slipped up somewhere, for less than a month ago the News was working overtime proclaiming to the world how badly Mr. Borden was handicapped by the "cob-webs" and "dead wood" that surrounded him. It also took upon itself to "reorganize" the party and to lead out certain of the insurgents, "dead wood" and "cob-webs" to be shot. But the victims marked out for execution declined to be executed. The "old crowd" are still in evidence. Hon. George E. Foster announces that he is still in the ring, and will be back again in the front row at the next session. Just what mysterious process has been utilized in effecting this sudden transformation of the opposition is difficult to divine. Even Mr. Borden's fabled "reserve force" would scarcely account for so marvellous a change in a few short weeks.

A RISKY PROPOSAL

Toronto News: A number of American manufacturers want the United States to help Canada build a canal from the Georgian Bay to Lake Ontario. In return they would ask the free use of the new waterway, their chief object being to secure a direct and cheap route to the sea for the produce of Minnesota and other Northwestern States. As an additional compensation to Canadians they would give us the free use of the deep canal under construction across New York State to New York City. The proposal is only the tentative suggestion of an unofficial body, but, even if it took the form of a definite offer from Washington, Canadians should not hastily close with it.

Having undertaken the task of erecting a separate nation upon our own half of the continent, having overcome many initial difficulties and having already attained a considerable measure of success, we should avoid any foreign entanglements that would endanger our splendid enterprise. We shall always do a growing trade with the country to the south, but we should be risking our nationhood, if we depended upon the Republic as our chief market for all time, or if we took it into partnership in the construction of our internal waterways. The commercial, to say nothing of the military, danger of such a policy is too obvious to require elaboration.

The canal systems and the trans-continental railways built, building and projected at enormous expense bind the Eastern and Western Provinces together by social and commercial ties, and thus are effective instruments of nationality. It is not proposed to give another country, however friendly, a hand in their control. These avenues of transportation were and are designed to carry Canadian produce to the British market, which availed the Dominion in the dire distress brought upon by the national policy of the United States. Great Britain continues to take the most of our products, and it is about to take more. Why should we help the farmers of Illinois, Minnesota and the Dakotas to compete with the agriculturists of Manitoba, Saskatchewan and Alberta? We can be friendly with the United States without sacrificing our own interests.

NEW BRUNSWICK HAS THE BEST OPPORTUNITIES

Farmers Who Have Been Living in the West Decide to Come to this Province Which Has More Advantages to Offer.

St. John Standard—A new immigration movement has been inaugurated—a migration of farmers from the northwest to the little old Province of New Brunswick. Three farmers have recently forsaken the west for the east, evidently having come to the conclusion that opportunities in New Brunswick are better than in other parts of Canada.

Clement C. Carter, an English farmer, who has spent some time in the west, came to New Brunswick the other day, and after taking stock of conditions, purchased the well known potato farm of McGarr Brothers, at Burton, Sunbury County.

R. E. Young, a farmer who spent six or seven years in the west has purchased a farm near Fredericton Junction. Wm. Atkinson, another farmer, who has had considerable experience in the west, went down to Grand Manan a few weeks ago, and has decided to locate there.

"That experienced farmers should see greater opportunities in New Brunswick than in the northwest, and decide to locate there does not surprise me," said W. W. Hubbard, secretary of the agriculture yesterday. "At the recent convention of the Farmers' and Dairymen's Association at Fredericton, Prof. Cummings and Dr. Standish, of the Truro Agriculture College told the farmers that the soil of many parts of the Maritime Provinces was just as good as that of the west, and more suitable for raising a variety of crops, while other conditions, such as proximity to markets and the cost of labor were more favorable to successful farming. They added, however, that we were only learning the ABC of agriculture."

"There is no doubt that there is a great future for farming in this province, and the fact that farmers are coming from the west should encourage our own people to make greater efforts to realize their opportunities."

CORPORATION DRIVE MAKING PROGRESS

First Section now below Meductic and will Reach the Booms next Week—Rain Badly Needed.

Although the water in the river is falling fast, Contractor Scott is making satisfactory progress with the Corporation Drive. The first section passed Meductic on Friday and should reach the boom limits early next week. The second section passed the Andover bridge yesterday.

There has been a heavy run of logs at the Sugar Island Boom since Thursday. The marks show them to be from the Tobique and Upper St. John waters. It is likely that rafting operations at Douglas will begin some time next week.

A large quantity of lumber on the St. John, Southwest Miramichi and Restigouche Rivers will certainly be hung up for the season unless heavy rains come soon.

Mr. T. W. Fulton, of Central Kingsclear, who lumbers on Little River, finished his driving operations last week.

The Scott Lumber Company's mill at Magaguadavic is now running full blast with a crew of about seventy men employed. The Company will manufacture about two million feet at that place.

TORNADO WIPES TWO TOWNS OFF THE MAP

Paul's Valley, Okla., May 20—Marysville, a small town fifteen miles northwest of here, was wiped off the map by a tornado early this evening, and several persons killed, according to meagre reports received here tonight.

The town of McCarty, near Marysville, was nearly all swept away and three persons there were killed. All wires are down. Relief parties probably will be sent out tonight. One of the hardest hail storms in the history of this region swept over a stretch of country near here this evening, in places obliterating vegetation.

PERSONAL.

Mr. Donald Fraser, Sr., accompanied by Mrs. Archie Fraser and children, left this morning on an automobile trip to Woodstock.

FOR SALE

FOR SALE—That desirable property at the foot of Queen Street, known as the Senator Temple residence, owned and occupied by Dr. J. W. Bridges. Inspection invited.

C. N. R. FLAGSHIP "ROYAL EDWARD" ARRIVES

Was Delayed by Thick Weather Latter Portion of Her Voyage or Would Have Beaten the Canadian Record.

Quebec, May 20—At 1 o'clock this morning the Royal Edward, the flagship of the Canadian Northern Atlantic fleet, warped into her dock here. Owing to the lateness of her arrival only a few officials of the Company and a number of newspaper representatives were on hand to greet the vessel on this her first appearance on this side of the Atlantic, and they were content to wait until the morning, when the inspection would be much more favorable.

The vessel, although meeting with some heavy weather on the long run across the ocean, was reported as having stood up remarkably well, her bilge keels being a positive steadying factor. Her docking time here was about half a day behind the schedule set, the delay having been occasioned after she had cleared Cape Race. But even allowing for this her time for the entire run was only a few hours behind the best time made by other fast boats on the Canadian route.

A mild sensation was created here last night by the circulation of a story that General French was one of her cabin passengers. A guard of forty men from the citadel was at once detailed to greet the distinguished soldier, but requests made by officials of the company by wireless to the ship for verification of the rumor failed to bring any information on that point.

Some idea of the speed capabilities of the Royal Edward may be gained from wireless messages received from her after reaching Cape Race, conveying the information that the average time in crossing the Atlantic was 19.7 knots an hour.

Passing the Cape a fog settled down and this, with ice packs and smoke delayed the big turbine for twelve hours. On Tuesday, with good free way, the steamer made 480 knots, an average of 20 knots an hour, the fastest time ever made by any steamer running on the Canadian route. Officials of the company had been confident on her first crossing, and from figures given, she undoubtedly would have done so had not the delay occurred. Her speed on the passage from Bristol to the Cape—19.7 knots an hour—was also considerably better than the best time previously made.

Her total passenger list was about seven hundred. Five hundred were steerage booked through to points in Ontario and the Canadian west. The remaining two hundred were cabin passengers, the list including many prominent Canadians and several well known Torontonians.

SOCIAL GOSSIP

The friends of Miss Bertha Russell very pleasantly surprised her with a linen shower at the home of Miss Harriet Hazen, George Street, on Tuesday evening. About thirty-five young ladies were present. During the evening Miss Russell was presented with a silver fern dish by Miss Besse Everett, on behalf of St. Paul's choir, of which Miss Russell has been a valued member. Miss Russell left on Wednesday evening for her home in Loggieville.

Rev. Fred and Mrs. Porter of Liverpool, N. S., are guests of Mr. and Mrs. J. W. Spurdin, Smythe St. They are here to attend the "Porter Reunion" which takes place next week.

The Misses Molly and Rita Barry, daughters of Judge Barry, have invitations out for a young folks' dance at their residence, Brunswick Street, on Monday evening.

On Friday evening last Miss Jean VanBuskirk entertained her young friends to a very pleasant party in honor of "Pat" Harrington.

Miss Francis McNally of St. John is the guest of Mrs. James G. McNally, Brunswick Street for the week end.

Mr. R. V. Arnold, accountant of the Bank of Nova Scotia, left Thursday evening for his home in Sussex to remain until the 24th.

Mr. and Mrs. Walter McFarlane of Nashwaaksis, have taken rooms at Miss Kilburn's, Charlotte Street, until their new house is finished.

Miss Myra Cliff of South Framingham, Mass., arrived in the city today and is the guest of Miss Lillie Everett, Westmorland Street.

Mr. Eldon Merrithew of the Education Office, is spending his vacation in Calais, visiting his brother.

Miss Hattie Smith of St. John, West, is the guest of Miss Myrtle Gunter, Brunswick Street.

Mr. H. C. Stubbs, teller of Royal Bank, leaves for his home in St. John tonight to spend the holiday.

Miss Francis Vanwart was in St. John for a few days this week.

Mrs. J. H. Calder spent Tuesday in St. John.

Mr. Ralph Neill spent Tuesday in St. John.

Mr. Alfred W. Winter is visiting in Calais.

May 16, 1910

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