

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street, by THE MAIL PUBLISHING COMPANY, Limited.

DONALD FRASER President
SUBSCRIPTION.

One month by carrier,\$.35
Three months by carrier, 1.00
Six months by carrier, 2.00
One year by carrier, 4.00

One year by mail, 2.00
Six months by mail, 1.00
Address all communications to The
MAIL PUBLISHING COMPANY.

Fredericton, N. B., Jan. 12, 1911

ELECTRIC VS STEAM RAILWAYS

The Hazen government's electric trolley line scheme for the St. John Valley appears to be gradually petering out and many are enquiring the reason for this change of front on the part of the administration. A few months ago we were told by members of the government and their press that a railway in the valley operated by electricity would fully meet the requirements of the people. It was pointed out that there was sufficient water power along the route for the operation of the proposed line, and that a company with ample capital behind it was prepared to build the road, and operate it. With the object of boosting the electric railway project, and removing any prejudice that might exist in the minds of the people of the Valley against such a proposal, a free excursion to Presque Isle to allow an opportunity to inspect an electric road in operation there was organized and carried out during the fall of 1910. A large number of people availed themselves of the excursion and were given a trip over some twenty miles of electric road between Presque Isle and Washburn. On that occasion Solicitor General McLeod, a member of the Hazen administration, who was active in promoting the excursion, publicly declared that an electric railway would in his opinion fulfil the requirements of the people of the St. John Valley. In taking this course he was merely following in the footsteps of his leader, who speaking on the Valley Railway bill in the Legislature last session expressed himself in the following term:

"He (Hazen) wished it to be clearly understood that the government was not tied up to any electric proposition, but he was convinced a road would be operated much more cheaply with electric power than with steam; and if the other conditions were suitable an electric road would be more likely to become a paying proposition and pay the interest on the bonds which the province guaranteed and give a profit to those who had the energy and the ability to undertake it."

It is quite evident that the Premier has modified his views since then, for we have Mr. Slipp, M. P., one of his supporters in the Legislature, telling the Fredericton Board of Trade that "work on the Valley Railway will commence within twelve months and that it will be part of a trunk line." It is altogether likely that in Mr. Slipp's case the wish is father to the thought, for if we are correctly informed he has not been very strongly impressed with the feasibility of the electric scheme. It is to be presumed that he is in the confidence of his leader and has had it intimated to him that the electric proposition is a dead letter so far as the proposed Valley Railway is concerned.

The Fredericton Gleaner, which has been a staunch advocate of the Gould trolley line from the outset, is beginning to pave the way for a retreat on the question, as the following passage from an editorial which recently appeared in their columns clearly indicates:

"The electric proposition is one that was included so as to, if possible, ensure the construction of a line that would meet the people's requirements. We, ourselves, are of the opinion that it would better suit the needs of the people and be of greater service to the general public interests than a steam road. But if the people would prefer a steam road to the electric, they must visit their condemnation upon the party in power at Ottawa if it is not secured. If they would prefer an electric, well, and good. If they would prefer no road at all, to an electric, well and good. But excepting the political talk of a few ill-advised Grits, there is nothing to show that the people along the

"valley of the St. John river do not prefer a modern and well-equipped electric system with a two-hour service to a steam road."

If the remarks of Mr. Slipp and the observations of The Gleaner mean anything, they mean that the government has arrived at the conclusion that the people of the St. John valley want a first-class steam railway, operated as part of a trunk line system and will accept nothing else. If this is the decision arrived at by the government they are to be commended for being able for once to correctly gauge public opinion.

As will be seen by the extract from his speech in the Legislature, as quoted above, Premier Hazen is on record as having stated that "he was convinced a road would be operated much more cheaply with electric power than with steam." It would be interesting to know where the Premier obtained the information on which he based this strong statement. He is not a railway man, he never operated a railway of any kind in his life and knows absolutely nothing about it. Then what was it that convinced him that an electric railway would be operated much more cheaply than a steam railway. Did he obtain the information from officials of the New York Central and Hudson River Railway or was it supplied by officials of the New York, New Haven and Hartford. These companies operate both steam and electric railways, but they have not thus far seen fit to make public any information with respect to the relative cost of the two methods of operation. Our authority for this statement is The Scientific-American, an authority which we do not think even Premier Hazen will call in question. Here is what it says in a recent issue:

"The long silence of the New York, New Haven & Hartford Electric Railroad regarding the cost of operation of its electric system between Stamford and New York, has grown to be significant; for it has been realized that, if the economics which it was hoped electrification would show, as compared with the results obtained under the old steam operation, had been obtained, the company would have been only too pleased to make an announcement to that effect. Both the New York Central and Hudson River Railroad Company, which equipped its suburban and terminal lines with a direct-current system, and the New Haven, whose installation is of the alternating-current type, have testified to the great benefits of an operative and general physical character which have resulted from the change; but until very recently, neither of these roads has made public the eagerly awaited figures on the relative costs of operation. "The legislature of Massachusetts some time ago directed the railroad companies operating within the metropolitan limits of Boston to make plans for the electrification of their passenger service in the district, and submit the results of their studies to a joint board on metropolitan improvement. This has brought forth from the New Haven Company the statement that the estimates for the complete equipment of the New Haven and the Boston & Maine railroads within the Boston metropolitan district, amount to a total of \$32,751,142. It is pointed out that the proposed restriction of the electrical operation to the metropolitan district has but little relation to the flow and volume of traffic, and that it would render necessary the establishment of costly intermediate terminals at some thirteen different points on the boundary of the metropolitan district for accommodating both steam and electric motors. All trains passing through these transfer points must be subjected to a delay of three or four minutes in both directions. "Then follows an interesting reference to the results obtained at New York, where it seems, in spite of the more favorable conditions, due to the greater density of traffic and the simpler track system, the records of the New Haven Company demonstrate that, under present conditions, where a joint steam and electric service is being maintained, THE ELECTRIC TRAIN SERVICE NOT ONLY FAILS TO EARN ANY INTEREST UPON THE LARGE AMOUNT OF CAPITAL INVESTED, BUT THAT IT HAS ALSO INCREASED THE COST OF OPERATION."

One cannot help being impressed with the idea, after a perusal of the above, that the "few ill advised Grits" who according to The Gleaner, "prefer a steam road to a modern and well equipped electric system for the St. John valley" are not so ill advised after all. It is the partisans of the Hazen government who have been trafficking after blind guides on this important question. Those who agitate for an electric railway for the St. John valley had better take the trouble to ascertain the meaning of the term. For our part, we prefer to allow the New York Central and the New York, New Haven & Hartford Railways, with their enormous millions of capital, to do the experimenting with electric railways. The people of the St. John valley will be satisfied with a steam road.

Red Rose Tea is so popular because "it's good tea" and because when you buy a package you have the comfortable feeling you're getting an article fully worth every cent you pay for it.



Prices: 30c., 35c., 40c., 50c. and 60c.

DOMINION PARLIAMENT RESUMES BUSINESS

Ottawa, Jan. 11.—After three weeks of Christmas peace and surcease from political strife, the parliamentary mill again resumed business this afternoon. There was but a small attendance of members and five of the members of the government were absent, four of them being in Washington on the country's diplomatic business, and the postmaster-general being on the Atlantic en route from South Africa.

Until the return of Messrs. Fielding and Paterson from Washington the political interest of the parliamentarians will centre largely on the trade negotiations now pending. This afternoon Mr. Borden attempted to get a line on the government's policy in regard to reciprocity with the States. He asked Sir Wilfrid for information as to the basis upon which the negotiations were proceeding, and the principles upon which the government proposed to act. He also asked why the prime minister had changed his mind on the matter of pilgrimages to Washington.

Sir Wilfrid, in reply, said that he could not add anything further to the statements which he had already made in the house that the result of the negotiations would be presented to parliament for ratification, and that the government would be quite prepared to accept full responsibility for any agreement entered into by Messrs. Fielding and Paterson.

He noted that this time the invitation had come from Washington and that the government was prepared to enter into any negotiations

looking to the extension of Canadian trade, and he saw no reason why an exception should be made in the case of the dominion's neighbors to the south.

W. F. McLEAN'S PLATFORM

W. F. McLean seized the first available opportunity to project his latest political platform for the attention of parliament and of the country. He gave notice that he would ask parliament to endorse proposals for government inspection of banks, public ownership and operation of telephones, a government express service, an extension of the parcels post system, state-owned cables between Canada and the mother country and legislation to compel the C. P. R. to reduce its rates on mainland traffic in view of the company's declaration of a ten per cent dividend.

In reply to a proposal of Mr. Sharp North Ontario, for a royal commission of investigation into the affairs of the Farmers' Bank, Sir Wilfrid said he would take the matter up with Mr. Fielding on the latter's return.

The rest of the sitting was for the most part taken up with private members' bills. A third reading was given to F. B. Carvell's bill providing for a standard barrel of potatoes of 160 pounds.

Mr. Verville's bill providing for an eight-hour day on public works was discussed at considerable length in committee but no progress had been made when the house adjourned at 6 o'clock.

LIVINGSTONE WAS AFRICA'S REAL HERO

(Montreal Herald)

The third of this year's course of students' sermons was delivered last evening at Christ Church Cathedral by Rev. Dr. Symonds, his subject being the life and example of David Livingstone, who was compared with the "happy warrior" of Wordsworth. The preacher urged that foreign missions should not be decried in view of the fact that such men as Livingstone found in them their inspiration and their life's work. "Two persons," said Dr. Symonds, "were united in this plain Scotchman, the passion to preach and teach and the passion to travel and explore, so that he was a missionary because he could not possibly be anything else."

After describing the boyhood spent in a cotton factory from six in the morning to eight at night, with yet time for self-education in Latin and other subjects, the preacher passed on to his missionary labors and scientific discoveries in Southwest Africa, of which he declared Livingstone was the true hero, rather than Cecil Rhodes. The latter, it was true, was a great man but he actually did no more for the country than this missionary, while his ideals were by no means so high. Right and wrong were such little words that they were often lost sight of in

WIFE OF JESSE JAMES GRANTED A DIVORCE

Kansas City, Mo., Jan. 11.—Stella F. James was granted a divorce from Jesse E. James, son of Jesse James, the famous bandit, in the circuit court here last night. James did not contest the suit. Mrs. James was given the custody of their four children and \$100 a month alimony.

Mrs. James testified that she and her husband had separated three times since their marriage eleven years ago. She said the last separation had lasted six months, and that it was impossible for them to be reconciled.

STANDARD OIL COMPANY IN BIG LEGAL FIGHT

Washington, Jan. 11.—The final fight of the "Standard Oil" for its very existence under the present organization is expected to begin late in the supreme court of the United States.

high sounding phrases such as patriotism and imperialism. Right was higher even than the British Empire, and men should guard, having high ideals, against falling short of the highest.

SPECIAL SALE OF LADIES' EVENING SLIPPERS

Odd Pairs and Broken Lots, all Good Styles in nearly every kind of Slipper Material.

Prices in many Cases Less than One Half.

ALL THIS WEEK.

H. S. Campbell Shoeman.

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JANUARY 11, 1911

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JOHN J. WEDDALL & SON

JUST RECEIVED

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White Tucked Nets
Black Tucked Nets
Colored Allovers
Col'd Bandings, to match
Black Sequin Nets

White Sequin Nets
Baby Irish Allovers
Black Silk Allovers
Cream Tussor Nets
White Tussor Nets
Black Tussor Nets

ALSO A NEW STOCK OF THE CELEBRATED
REYNIER KID GLOVES

JOHN J. WEDDALL & SON

February Designers and Sheets now ready.

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WHY YOU SHOULD COME TO US TO
BUY YOUR HARDWARE

Only about one out of each one hundred readers of this paper would look at them. **Therefore We Only Name**

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THE STOCK
To Fill Your
Requirements.

WE

THE QUALITY
That Gives
Satisfaction.

HAVE

THE PRICES
That Are
Right.

R. Chestnut & Sons.

THE HARDWARE PEOPLE

MANY ENTRIES FOR BOWLING TOUNEY

St. Louis, Jan. 11.—Entries of entries for the American Bowling Congress Tournament, which begins here January 21, were announced last night by Secretary A. L. Langtry. The total entry list of 411 five-men teams, was announced several days ago. St. Louis leads the list with 146 teams and the State of Missouri with a total of 156 teams. Chicago is second with 65 and Illinois with 104 teams. Ohio takes third place with 53 teams.

CHOCOLATES FOR XMAS

Ganong's and Moirs, in pretty decorated boxes, from 30c to \$1.00. Pascall's, London, England, highest grade nut Confectionery.

George Y. Dibblee

Druggist

Opp. City Hall.

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**OAK HALL'S
BIG ANNUAL
SALE**

OPENS SATURDAY, JAN. 21st
This will be the biggest bargain event of the season

OAK HALL

C. H. THOMAS & CO.
F'ton's Greatest Clothing House.

MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until Noon, on Friday the 17th February, 1911 for the conveyance of His Majesty's Mails, on a proposed Contract, for four years THREE times per week each way, between CANTERBURY STATION and NORTH LAKE from the Postmaster General's pleasure. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Canterbury Station, North Lake and route offices and at the Office of the Post Office Inspector at St. John.

G. C. ANDERSON,
Superintendent.

Post Office Department,
Mail Service Branch,
3rd January, 1911, Ottawa.