

The Daily Herald.

VOL. IX.

FREDERICTON N. B., FRIDAY, MAY 20

NO. 120

WILL GIVE CANADIANS A SHOW.

Our Own People to Control Building of G. T. P.

CANADIANS WILL BE GIVEN CONTROL OF EASTERN DIVISION,

And of Western Also.

Ottawa, May 18.—It may be stated with authority that there is no question as to the governments' intent in respect of the employment of the men who will construct the Eastern Division of the national line. It is inevitable that a great mass of the fifty thousand men who will be needed to lay the line from Moncton to Port Simpson must be recruited from the ranks of aliens. And some Italians may be found on the Eastern Division.

But the men who will survey Eastern Division and supervise its construction will be Canadians if capable Canadians will be found. Naturally, in the laying of a line which, under the terms of the contract is subject to approval by the G. T. is apt to try to influence the government in the selection of the builders. If the Ministers are to be believed, the government-owned part of the road will be built by Canadians, at least Canadians will hold the important positions in the construction. The four commissioners of construction will be Canadians, of course. The engineers, who will survey the route and preside at the construction of the road from Winnipeg to Moncton, will be Canadians, and they will be men of approved experience, determination, probity and physique.

As to the Western Division, which the Grand Trunk Pacific is to construct, the alien labor question arises with greater point. It is quite obvious that the entire road cannot be built by the labor at present available in Canada. But it is quite as obvious that the government would be able to find among Canadian engineers, surveyors and clerks enough men to fill the higher posts. It is believed that the government has that end in view. The present condition of the Alien Labor Act, which put the onus of prosecution on the individual, is unsatisfactory to those who believe that the machinery of deportation should be exercised by the government itself, but the law is as parliament made it.

IS YOUR BREATH BAD?

Bad breath is one of the early symptoms of catarrh which should be checked at once and not allowed to run into consumption. The surest cure is fragrant healing Catarrhzone which cures catarrh by removing its cause. No case is too chronic—even the most stubborn yield in a short time to the balsamic vapor of Catarrhzone. It makes cures that last, for once cured by Catarrhzone you stay cured. Catarrhzone is pleasant, convenient and safe to use, relieves almost instantly and is guaranteed to cure every type of Catarrh, bronchitis, and asthma. Use only Catarrhzone, complete outfit, \$1.00; sample size 25c.

THE ENROLMENT.

List of Teachers Who Attended the Teachers' Institute.

York County.

Nettie V. Albright, Queensbury.
Maude W. Bradbury, Campbell Settlement.
Minnie I. Bustin, Penniac.
Florence M. Bird, Marysville.
Mildred M. Black, Stanley.
Louise Burpee, St. Marys.
Annette Currie, Birdton.
Bertie E. Chase, Nashwaakia.
Maggie M. Colter, Upper Keswick Ridge.

K. E. Currie, Fredericton.
Nellie Cadwallader, Marysville.
Agnes E. MacBean, Upper Durham.
Maud W. McKay, Burden.
A. S. McFarlane, Fredericton.
Clara B. McCullough, Lower Haynesville.
Samuel K. Nason, Middle Haynesville.
Regina M. Neville, Nashwaak Bridge.
M. Bessie Nason, Allendale.
Ernest E. Parlee, Mouth Keswick.
John E. Page, Fredericton.
Annie J. Palmer, Middle Southampton.
Horace G. Perry, Fredericton.
M. Louise Ross, Dumfries.
Helen C. Ross, Prince William.
Margaret Rossborough, East Wakeville.
A. Gertrude Cameron, Tay Valley.
Ross E. G. Davies, Fredericton.
Minnie M. Davidson, Maple Ridge.
Florence M. Day, Marysville.
W. T. Day, Marysville.
M. Gertrude Doak, St. Marys.
Marion W. Fowler, Scotch Settlement.
Barton C. Foster, Fredericton.
F. A. Good, Fredericton.
Grace M. Goodspeed, Ward Settlement.
Jean D. Gillie, Cross Creek.
Ebel M. Graham, Lower Southampton.
James A. Hughes, Fredericton.
Annie M. Harvey, Fredericton.
Estella M. Hartt, Douglas.
Charles L. Huestis, Pokiok.
Emma H. Hombie, Giant's Cove.
Lizzie J. R. Harvey, South Portage.
Amanda J. (Hagerman), Zealand Station.
Bessie G. Howard, Kingsclear.
Albert P. Jewett, Lower Queensbury.
Lois H. Johnston, Douglas.
Kate McCann, Fredericton.
Hazel Millican, St. Marys.
Georgia A. Merrithew, Pugh's Crossing.
Mary E. Moore, Wisely.
Lizzie Mott, Lower Prince William.
Hartley W. McCutcheon, Dorn Ridge.
Ida McAdam, Fredericton.
Belle M. Miles, St. Marys.
Ebel I. MacPherson, St. Marys.
Elizabeth MacBean, Fredericksburg.
C. A. Sampson, secretary, Fredericton.
Janie E. G. Strong, Kingsclear.
Violet A. Stevenson, Tay Falls.
Emily Thompson, Fredericton.
Sadie Thompson, Fredericton.
Florence L. Tapley, Marysville.
Ella L. Thorne, Fredericton.
Nellie Taylor, The Barony.
E-tella Flewelling, Jones Falls.
Bessie H. Taylor, Lower French Village.
Annie L. Taylor, Fredericton.
Nellie B. Williamson, Fredericton.
Maud A. Williamson, Lower Pokiok.
Ruth Walker, Kingsley.
H. May Waugh, St. Marys.
Mattie E. Wood, Nashwaak.
Eliza A. Ingraham, Temple.
Isabel R. Everett, Fredericton.
Lillian Nicholson, Fredericton.
Lottie E. VanDine, Fredericton.
Effie J. Young, Central Kingsclear.
Agnes M. Alward, B. A., Harvey.
Helen M. Lannin, Nasonworth.
Agnes E. Lucas, Fredericton.
Emma A. Ladd, Hartfield.
Eva Ladd, Upper Haynesville.
Frances M. McNally, Fredericton.
Edith McKean, Durham Bridge.
Mary E. S. Nicholson, Fredericton.
G. M. Reed, Fredericton.
G. W. Gouter, Upper Gagetown.
Marie M. Goodine, Hanwell.
Theresa Goodine, Kingsclear.
Mary McLeod, Stanley.

Queens.

Mary A. Harding, Douglas Harbor.
Martha L. Orchard, Upper Jemseg.
Pearl L. Currie, Upper Gagetown.
Helen M. Reynolds, Welsford.
Jessie H. Brown, Fowler's District.
Kathleen Kelly, Upper Hampstead.
Eleanor T. Kennedy, Coal Creek.
Lavina McNutt, Armstrong's Corner.
Alice MacKenzie, Upper Manguerville.
Annie L. Wilson, Hampstead.
Edward C. Weyman, Gagetown.

Sunbury.

John M. Clendenin, Gladstone.
M. Muriel Cambridge, Barton.
Fred M. Cox, Bunkerville.
Estella T. Coburn, Rosiagornis.
Alice A. Keirstead, Tracyville.
Thirza E. Branscombe, Waterville.
Addie M. Hartt, Fredericton Junction.
Annie Harding, Sheffield.
Frances B. Hoar Lincoln.
Louise F. Mitchell, Manguerville.
Aggie M. George, Upper Burton.
Minnie I. Mott, Three Tree Creek.
Elizabeth M. Sherman, Seefield.
Arthur F. Stevenson, Burton.
Wm. R. Franklin, Tracy Station.

Ruth Everett, Westfield, Kings.
Mary Pinder, Round Hill, Kings.

WITH CRICK IN THE BACK

You are up against a whole lot of trouble unless you have a strong remedy like Nerviline to settle pain and dislodge stiffness from the muscles and joints. Just rub Nerviline on the painful spot—not much rubbing because Nerviline has more power than ordinary remedies. You won't suffer long after Nerviline is applied for it relieves almost instantly. Mr. Philip Adams, of Oakland, says: "If I hadn't used Nerviline I guess my back would be stiff yet. A few applications of Nerviline took out all the soreness and stiffness. I can recommend Nerviline for any kind of muscular pain, also rheumatism. Price 25c."

FORMER FREDERICTONIAN

Dies in Massachusetts at the Great Age of Ninety Five.

A Boston despatch of Wednesday says: Capt. George Bailey, probably the oldest ship captain in New England, is dead at the age of ninety-five, at the residence of his daughter in Brighton, and today his body will be taken to Gloucester for burial, the port from which the old mariner sailed many a ship. After giving up the sea faring life he engaged in the fishery business in Gloucester, and then removed to Brighton.

He was a conspicuous type of rugged old shipmaster, and up to two days before his death his health was apparently as good as it was a score of years ago. He read the newspapers without the aid of glasses, and his mind was keen.

Born in Fredericton, (N.B.), he took to the sea at an early age and had visited nearly all the important ports of the world. After giving up the sea he felt that he wanted "one more voyage" and a few years ago took it in one of the swift moving coast steamers. It wasn't the right kind of a ship for the old master. He wanted the spars and sails and things that rig a schooner, and after that he said no more about another voyage.

He is survived by two daughters, two sons, Capt. George T. Bailey of Gloucester, and Robert H. Bailey, of West Falmouth, Me., and several grand and great grandchildren.

BIG COAL DEAL.

Whitney and Pearson Acquiring Important Properties in Cape Breton.

Sydney, N. S. May 19.—It is learned here from authentic sources that a company has been formed by H. M. Whitney, of Boston, and B. F. Pearson, M. P. P., of Halifax, whereby they have secured control of the coal properties at Inverness Mines, Port Hood and Chimney Corner in the county of Inverness, together with the railroads now being operated there in connection with these mines.

Mackenzie & Mann are heavily interested in the Inverness properties, and their general manager there, Mr. Brass, has been called to Montreal in connection with the deal. These collieries are much nearer the Montreal market than those in Cape Breton Co., and the new company will likely seek to capture that trade. Very extensive developments are anticipated.

DELICATE BOYS AND GIRLS

Are too numerous. Our schools are full of them. Chances are your own children are weaklings. It's a shame so many children grow up without health when they could be made strong by Ferrozone, the best tonic growing boys and girls can take. Ferrozone invigorates the whole body, helps digestion, makes the blood pure and rich. It supplies more nourishment than children can get in any other way and soon establishes a reserve of force and energy. Give your children Ferrozone and watch them grow strong. Price 50c. per box.

BULLET IN HER FOOT.

Kent County Man Accidentally Shot His Mother.

Moncton May 19.—Mrs. John England at Adamsville Kent County was shot in the foot today.

Her son was going hunting and whilst fixing up his gun in the house before he started, the weapon was accidentally discharged, the contents lodging in his mother's foot nearly severing it.

It is probable the foot will require amputation.

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The Premier's Great Patience.

Sir Wilfrid Laurier has displayed great patience in the debate on the Grand Trunk Pacific.

The opposition has been animated by two motives—to gratify the Canadian Pacific by attacking a rival project, and to waste time in order, if possible, to throw the general elections over into next year, when a formidable ally, in the form of hard times, might perhaps come to Mr. Borden's aid.

Sir Wilfrid would have welcomed all fair criticism of the government's scheme but, instead of that, the Tories have kept the House listening for weeks to far-fetched predictions of disaster, to aspersions upon the good faith of the Grand Trunk directors, and to the mere multiplication of words for the sake of prolonging the session.

It has been argued that the Grand Trunk Pacific is getting too much; also that it is getting too little and must return to parliament for relief.

Mr. Blair's condemnation of the scheme has been made much of by Mr. Borden. But he has ignored Mr. Blair's condemnation of his own proposal to acquire the unprofitable Lake Superior division of the Canadian Pacific.

The running-power provisions has been derided as impracticable, yet a similar provision appears in Mr. Borden's plan for reaching Winnipeg that is to say, he would buy the Lake Superior section of the Canadian Pacific and allow other roads to use it.

Mr. Haggart admits that the Canadian Pacific carries wheat in winter from Winnipeg or Fort William to St. John for loading on its Atlantic steamers, but insists that the Grand Trunk Pacific, with more favorable grades and curvatures, will not be able to do so.

Mr. Lennox says in effect that the back country of Ontario and Quebec is an irreclaimable desert and the government, in building this road through it, is simply throwing away money. Then he adds that if there is much good land there, Ministers are neglecting their duty in not retaining control of the line; in other words, in renting it to the Grand Trunk Pacific.

Mr. Osler, a Canadian Pacific director, denounces the provisional directors of the Grand Trunk Pacific as "fakirs." They consist of such men as Sir Rivers Wilson, who was sent by Lord Beaconsfield to handle the finances of Egypt, and who is chairman of the Grand Trunk Railway, with its 40,000 shareholders in the United Kingdom; Lord Welby, a distinguished public man, and Mr. Smithers, one of the best-known men on the London Stock Exchange, both directors of the Grand Trunk; to say nothing of Mr. Hays, Senator Cox and Senator Gibson. These "fakirs" have deposited \$5,000,000 as security for the fulfilment of their contract. Mr. Osler and his co-directors of the Canadian Pacific deposited only \$1,000,000.

This sort of thing does not enlighten any one and was not intended to. The opposition took its cue in this matter from Mr. Osler, and Mr. Osler wants to head off a rival road. Meanwhile the West is crying aloud for better rail facilities for handling its constantly increasing crop, and the older provinces, that have been losing ground of late, desire to see their vast tracts of new territory brought within reach of a market. Having to choose between the interests of the Canadian Pacific and the interests of the country at large, Sir Wilfrid prefers to serve the latter.

This is the real issue between the two parties. It became clear when Mr.

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ence.

Borden proposed to take the Lake Superior section of the Canadian Pacific off its hands while paying it a price sufficient, at the most moderate estimate, to complete and equip a better route between Winnipeg and Sudbury or North Bay through American territory. From beginning to end, the opposition has been steered by Mr. Osler, with the object of preventing all-rail competition to and from the West, national considerations being treated as of no account, just as in the United States the existing transcontinental roads are fighting against the construction of the Panama Canal.

WATTERSON ON NEWSPAPER.

Says the Editorial Page Should be Reformed or Abandoned.

St. Louis, Mo., May 17. (World's Fair Grounds).—When the second day's session of the National Editorial Association was called to order, Col. John Lyman of Louisiana read a paper by Joseph Pulitzer of New York, entitled "Institute of Journalists." This was followed by a brief address from Sir Hugh Gilzean-Reid, of London, president of the World's Press Parliament, chief founder and ex-President of the British Institute of Journalists. He paid a compliment to the Exposition, saying that it was worth coming thousands of miles to see. He said that what most impressed him, however, was the wonderful citizenship of America and the genius of Americans.

Henry Watterson spoke on "The Editorial Page."

"Primarily, the daily newspaper is the history of yesterday," he said. "If it should perform this function simply its value to the community would be priceless. But as a rule, the daily newspaper sets up for a teacher as well as a historian. It would influence—mold, I believe is the word—public opinion. Too often it is some private interest which colors its narrative and shapes its oracles."

"The editorial page is valuable in the degree that it aids the reader to digest the news. It should either be reformed or abandoned. Under a certain spell which has crept upon the modern newspaper it is becoming, if it has not already become, a rather useless appendage, reminding one of the clusters of artificial flowers which at the more pretentious railway eating houses are supposed to decorate the tables and to deceive the wayfarer."

"Disinterestedness being the soul, good humor is the solar system of the editorial page. Write of a man nothing you would say to his face, and might not say in the hearing of decent people."

"Satire should keep within the bounds of the probable; wit under the restraints of sense, and even invective—shorn of adjective and adverb and stripped to the waist—should strike out from the shoulder to hit only above the belt. The pert paragraph should be allowed to die a natural death. No flowers."

"Except it be thus delivered the editorial page were best extinguished. To set apart a certain number of columns for the equivocal dignity of large type; to fill these columns with perfunctory matter; with matter as lifeless as dolls stuffed with sawdust; equally wanting the elements of conviction and continuity; one thing today, another tomorrow; unirradiated by any gleam of light, undiversified, even by a trick of fancy, uniform only in dullness, is to disfigure the page, to degrade the editorial."

ARMS TORN OUT.

Distressing Accident in Quebec Paper Mill.

Sherbrooke Que., May 19.—As result of an accident in the St. Francis mill, of the Canada Paper Co. at Windsor Mills Auguste Pelletier is dead and M. Healy fatally injured.

They were working at one of the presses endeavouring to put a heavy belt on a pulley, and both were caught and hauled around the shaft until each man had his arm torn from his shoulder, when they dropped to the floor.

Pelletier died in a few hours and Healy who is a young lad, is in a critical condition.

Pelletier leaves a widow and six children.

BLINDED WITH HEADACHE

People often get blinding headaches that suffer from constipation. Simplest remedy is Dr. Hamilton's pills of Mandrake and Bartrout. They are mild, certain and safe. For headache and biliousness use only Dr. Hamilton's Pills. Price 25c.

The people who can be read like a book are generally of the bold-faced type.

In washing woollens and flannels, Lever's Dry Soap (a powder) will be found very satisfactory.