

The Daily Gleaner



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TUESDAY, APRIL 11, 1911.

MINTO TO GIBSON RAILWAY.

The bill for the construction of a railway from Minto to Gibson having been unanimously agreed to in the Legislature, it is sincerely to be hoped that other matters in connection with the construction of this much to be desired road will be settled as satisfactorily. One of the provisions of the Act requires that the railway be constructed to a standard that will allow of its use by the trunk lines that already traverse this province. Under this condition it will be readily perceived that construction will be costly and the promoters will require the double subsidy which the Dominion government has been in the habit of granting to railways of this description. It is to be hoped that the Federal authorities will raise no objection in the present instance, but show a laudable desire to further the interests of central New Brunswick by making the subsidy available at as early a date as possible.

Fredericton has long looked forward to the completion of the road from Minto to Gibson, and the consequent facilities for the transportation of the great seams of coal that underlie that portion of the Province, as a project that will surely lure to its prosperity and advancement along industrial lines. With the promise of the Canadian Pacific Railway to take 100,000 tons of coal annually for its own use, the opening up of many new mining propositions is assured, and a great source of employment for thousands of people will be made available. Frederickson as the distributing centre for central New Brunswick would undoubtedly find this railway a medium through which to largely extend the business now done by our commercial men, and an impetus given to the wholesale trade of the city would be only natural to expect. Our industrial concerns would also be able to receive regular supplies of cheap fuel, and this is one of the most important items with which such industries have to contend. In the past more than one industry has passed Frederickson by on this very account, and now that a practically inexhaustible supply is rendered available at our very doors, many industries which would otherwise cast a doubtful eye upon this city may be induced to make their home here.

It is satisfactory to have the assurance that in passing this legislation the Provincial government have taken every reasonable precaution to safeguard the interests of the province, and that in the provision which requires the taking over and running of this road by some established railway on a percentage system there is every reason to believe that the Province will not be called on to expend a single dollar of its limited resources, while at the same time the large development of the coal areas that is certain to proceed with the construction of the railway, will bring large sums annually to the treasury in the shape of royalties on the coal mined. It is also believed that the Central Railway problem—that legacy of the incapacity and corruption of the old administration—has been solved in a manner which will make that road at last useful and valuable, and bring an end to the annual expenditures by the province entailed by the conditions under which it was handed over to the present government. A better day is dawning for the vast mineral industry of Queens and Sunbury counties, and Frederickson is to have a share in the prosperity which will undoubtedly accrue to the enterprising people of those two countries.

FURTHER SAFEGUARDING PUBLIC INTERESTS.

The St. John organs of the dredgers have the notion that the lumbermen are very indignant over recent legislation in which the government will have some say in the transferring of leases and rights from the original holder to others. Such a notion is perhaps not unnatural in newspapers which have supported a political party that has allowed lumbermen in this province to "get off" annually with payments on stumpage amount, in some instances, of not more than one-third the actual amount due the province, and in other instances not more than half. The newspapers which supported a govern-

ment and the lumbermen in such plundering of the public treasury may have the opinion that recent legislation will not be pleasing to those who participated in the old methods; but the government of the present day is bent on serving the public interests first; and it may be said that this government is not likely to be much concerned about the attitude of the lumbermen or their personal likes or dislikes just so long as the legislation meets the public needs.

The Hazen Government will be found ever ready to encourage and protect industrial development where that development is in the interests of the province; but it is not a part of its policy to serve purely personal and selfish ends at the expense of the public treasury under the guise of promoting development; neither will it at any time lend itself to assist certain lumbermen or any of them to personally profit by transferring leases to others at a price in excess of the amount originally paid, and which excess should go to the province because of the increase in value due to natural causes and not in any way to anything that the lumbermen may have done.

The value of our timber lands has been increasing materially within the last four or five years. It would be a strange condition of affairs if the lumbermen who want to get out of business or who for some other cause want to raise money, and not the province, were to get the personal benefit of this increase in the value of the province's property. This may not please the lumbermen who have already been so lavishly fed at the expense of the people of this province, but it will be very satisfactory to the people who put the Hazen Government in power to deal intelligently and honorably with the public interests.

AGRICULTURAL EDUCATION.

One of the most pleasing features of the present session of the Legislature has been the greater interest which has been displayed by nearly all the members in agriculture and its kindred pursuits. It is recognized to-day that the farmer is just as much in need of technical training if he is to make a success of his avocation as is the artisan in our cities, and there is a general demand that facilities for such education be placed as nearly within his reach as the limited resources of the province will allow. The old idea that a man can successfully farm his land without any scientific knowledge whatever is fast fading away, and to-day the intelligent farmer is sending his sons, and his daughters too, to such agricultural institutions of learning as are within his reach. The results have already been almost amazing. The productiveness of our farms is increasing, and conditions are improving all along the line. But far too few of our young people have been given the advantages of these agricultural colleges. Where hundreds are now attending, there should be thousands, and any aid or encouragement which the Provincial government can give in this direction will not be misplaced. In the past we have been educating our young people away from the soil and applying their scientific knowledge to other branches of industry than farming. The duty that faces us to-day is to educate these young people back to the soil, and give them such a sound technical training that they will go back to the farm with their minds stored with useful knowledge that must be of inestimable value when they take up the routine of agricultural duty. He who can make two blades of grass grow where formerly there was but one is indeed a benefactor, and his work will follow him.

To-morrow many stock raisers from various sections of the province will be in Frederickton to look over the collection of pure bred horses and cattle which are to be offered at public auction. This sale is in the nature of an experiment by the Department of Agriculture as affording a chance for provincial breeders to dispose of their surplus stock under conditions which will afford them slight expense and at the same time bring together a large gathering of anticipated purchasers. Outside of the Provincial stock offered, a fine consignment from Ontario and Quebec will be offered at auction, while several Clydesdales and Percherons from Scotland and France may be obtained by private sale.

EARTH SHOCKS.

Rome, April 10.—Two earth shocks were felt here today. The first occurred early in the morning and the second, somewhat lighter, about noon. Some slight alarm was caused in the city, but in the prison there was considerable panic, the prisoners making two separate attempts at mutiny. These, however, were quickly suppressed. In the villages surrounding Rome the shocks were more severe and at various places the people showed great alarm, although no damage was done.

TOM JOHNSON DEAD.

Cleveland, Ohio, April 10.—Tom L. Johnson, twice congressman from the 21st Ohio district, four times mayor of Cleveland, champion of three cent street railway fares, and prominent advocate of the single tax theory, died at the late Henry George, died at his apartments in the white hall, East 17th street, at 8.45 o'clock tonight, after a long illness. Death was caused by cirrhosis of the liver. He was 51 years old.

BOARD OF TRADE MEETING HELD

Continued from page 8.

Mr. Bliss replied that Mr. Slipp, who is chairman of the corporation committee in the legislature had better not interrupt and use methods which he used as chairman of the corporation committee.

Mr. Slipp arose to his feet and said that he did not propose to be insulted by Mr. Bliss either at this meeting or any other place. Mr. Bliss he said was the first man who in four years had insinuated that he did not conduct the business of the corporation committee properly.

Mr. C. Fred Chestnut was opposed to building both the Tobique and Hawshaw dams and said the salmon fishing on the Tobique river would be injured by it. He seconded Mr. Bliss' motion and thought it was well that that gentleman had been heard in the matter. He did not believe in allowing any company to take charge of the St. John river.

Mr. Phinney thought that while Mr. Bliss was within his rights in bringing this matter up he (Phinney) would like to hear the opposite side before he would express any opinion as to the merits of the case. The St. John river was an international river and the Americans had some rights which would have to be respected. It might be possible however to have the dam and also have navigation.

The Need of Cheap Power.

Mr. Slipp endorsed Mr. Phinney's remarks. He said that Mr. Fraser had assured him that rafts had come over the dam now on the Tobique at Plaster Rock. He claimed we wanted cheap power in order to assist our resources. He was not prepared to oppose the development of power on the St. John river and believed a dam would be of great benefit to the developing of trade on the river. If the company had proper safeguards he could not see any reason to oppose it. It would be an advantage to the city to have a dam there and to have cheap power. He was quite agreeable to a committee going to the legislature to watch the progress of the bill in committee, but did not believe such a committee should be instructed to oppose this bill, as he thought proper restrictions could be put on the company protecting the lumbering and navigation interests.

Mr. McCready had no objection to sending a committee to the legislature to oppose the bill in its present form, as the bill as at present drawn up was too far reaching. He believed, however, in developing the power, if the industries which now exist can be protected. This has been done on Maine rivers and could be done on this river. If the power exists at Hawshaw it should be developed. Mr. Bliss was present in the interests of the company which he represents. It was not the first time a new member came into the board to promote certain interests. He was willing to appoint a committee to watch the progress of the bill but not to oppose it unless objectionable features presented themselves.

Mr. Bliss stated in answer to Mr. McCready that he did not become a member of the board to promote special interests but as a result of a canvass made at the recent dinner.

Committee Appointed.

Mr. Slipp moved an amendment which was to the effect that the committee be instructed to watch the bill in committee in the interests of the board with a view to conserving the interests of this community.

Mr. Phinney seconded the amendment. The amendment carried, Messrs. Chestnut, Harrison and Bliss voting against it. The committee appointed were Messrs. Phinney, Chestnut and Lemont.

President Jennings urged a larger attendance and greater interest in the meetings of the board and asked the assistance of the members in bringing this about.

Mr. Slipp stated that a gentleman named W. L. Palmer, representing several leading Old Country papers, was to come here on Wednesday and thought it would be well for the board of trade to have an address from him. A committee consisting of Messrs.

QUOTATIONS FROM STOCK MARKET

(By special wire to J. C. Mackintosh & Co., St. John.)

NEW YORK.	
Opening.	Noon.
Atchison.....	108 1/2 108 1/2
Brooklyn Rap. Tran.	77 1/2 77 1/2
C. P. R.	225 1/2 224 1/2
Great Northern.	128 127 1/2
N. Y. Central.	106 1/2 105 1/2
Pennsylvania.	125 1/2 125 1/2
Rock Island.	29 29
Reading.	155 1/2 154 1/2
Southern Pacific.	115 1/2 115
Union Pacific.	176 1/2 176
Amal. Copper.	62 1/2 61 1/2
Am. Smelters.	74 73 1/2
U. S. Steel.	77 1/2 76 1/2
Northern Pacific.	124 1/2 123 1/2

MONTREAL.

MONTREAL.	
Opening.	Noon.
Dominion Steel.	58 57 1/2
Cement pdl.	88 1/2 86 1/2
N. S. Steel.	98 98
Montreal St. Ry.	225 225
Montreal Power.	149 149
Toronto St. Ry.	130 1/2 130 1/2
Crown Reserve.	310 308
La Rose.	4 1/2 bid, 4 1/2 asked
Nipissing.	10 1/2 bid, 10 1/2 asked
C. P. R.	225 225

WORLD-WIDE LEADERSHIP.

The one Bicycle Tire which leads the world over—whether that has to do with quality or service—is the Dunlop. Don't ignore Dunlop Leadership in Canada. Follow the lead and make your Bicycle days brighter.

Our Lady of the Snows is now weeping her regular spring weeps.

It might be cheaper to buy an umbrella than to hire a cob to save a

Harrison, Hodge and Secretary Campbell were appointed.

FOR SALE.

A Pure Bred Jersey Bull Belonging to Fred. P. Robinson Estate. At Government Sale, Exhibition Grounds, Wednesday, April 12th, 1911.

Signed, P. A. Guthrie, Assigne. R. B. Hanson, J. J. F. Winslow, Inspectors.

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FOUND—A purse containing a small sum of money. Owner can have same by calling at Weddall's store and paying for adv.—247

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Mildred & Rouclere

and their Merry Company in the beautiful fantasy, PRINCE IRIS, constructed for laughing purposes only. The brightest, breeziest attraction of the season. All Special Scenery and Electrical Effects.

"THE SHOW" That's Different.

Prices: 25, 35, 50, 75c. Seats on Sale at Ryan's Drug Store Thursday, April 6th.

Crystal Palace.

GOOD FRIDAY NIGHT and SATURDAY NIGHT APRIL 14-15

Opera House

GRAND SACRED PICTURES Good Friday Evening. Complete Change of Pictures Saturday Evening. Amusement combined with education. Music by City Orchestra. 5 & 10 cents

NOTE—10 cents to all Good Friday

BIJOU

TO-DAY

The New Stenographer

This is a Vitagraph Comedy that keeps the laugh going.

The Test

A Lubin drama, the best ever

Lieut. Scott's Narrow Escape

This is a most dramatic Western Picture.

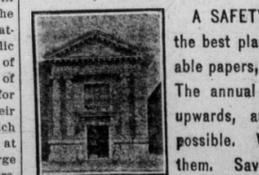
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ORCHESTRA

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FOR A
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Keep Out Of The Wet.
HAVE YOUR UMBRELLAS RECOVERED AND REPAIRED. Also—Your BOOTS and SHOES Soled, Heeled and Repaired, at S. SHEPHERD, Regent Street near King

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Batteries and Repairs for all Engines always in stock. DeLaval Cream Separators.
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For the Best Collection of Vegetables—1st Prize, \$10.00; 2nd, \$5.00; 3rd, \$4.00.
For the Best Collection of Hall's Westbury Turnips—1st Prize, \$2.00; 2nd, \$1.00.
For the Best Collection Onions from Onion sets—1st Prize, \$2.00; 2nd, \$1.00.
For the Best Collection Cut Flowers—1st Prize, \$3.00; 2nd, \$2.00.
For the Best Collection Sweet Peas—1st Prize, \$3.00; 2nd, \$2.00.
The Seeds from which the above are grown must be purchased direct from W. Atlee Burpee & Co'y, or their Sole Agent in Fredericton, George Y. Dibblee.

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