

## The Daily Mail

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## THE NAVY ISSUE

Let it be repeated that the great fight against the Tory family compact and for responsible government was for the right of the people's representatives to have the say as to the expenditure of public monies. That fight was won after many desperate struggles. Borden, Rogers and Pelletier are now busy destroying that right.

A Canadian shipbuilding industry would create a great consuming population and provide a much needed addition to the home market for the farmers of the East and West.

A Canadian navy would attract to this country Englishmen trained in the ship yards at home, giving them higher wages and shorter hours. A Canadian navy would use the immense natural wealth of Canada now lying dormant, owing to the lack of such an industry.

There is no emergency in connection with the British Empire and there is no distress in the Motherland. England was never wealthier than now and revenues never more buoyant and great. It is an insult to Britain to say that the contribution policy is the needed one. All it is needed for is to keep the Nationalists quiet until the next election.

Those unacquainted with Canadian politics are probably not aware that in the last campaign the Nationalists stumped Quebec against a Canadian navy on the ground that it would "tear the sons of Quebec from their mothers' bosoms to fight the battles of England." One man, now Deputy Speaker Blondin went so far as to threaten to shoot holes in the British flag. That cry won a few seats in Quebec. Mr. Borden needs those seats to hold power, hence the alliance with the Nationalist bunch, and the reversal of position on the naval policy. In 1910 Premier Borden was strong for a Canadian navy. To placate the Nationalists he renounces that policy and supports a hand-out policy designed to place the mother country in a beggarly position.

What do true Britishers think of the surrender to Nationalism?

## CANADA CAN BUILD SHIPS

Mr. Borden has proven an ardent advocate of the Winston Churchill doctrine that Canada cannot build warships and is generally incompetent where marine work is concerned.

It must come as a painful shock to Mr. Borden and his followers that a contract has just been let in Montreal for the building of the largest steel bulk freight steamer ever built in the British Empire, which is to be constructed at Port Arthur in the very heart of the Dominion. This is to be a boat 625 feet in length, 59 feet beam, and 32 feet draught.

There is not a ship in the British navy longer or broader than this. Canadians are told that Canada cannot build cruisers and torpedo boats and that the expense will be 40 p.c. greater here anyway. The mercantile interests evidently do not take much stock in the arguments of the Borden Government when it comes to matters of business.

There is scorching wit in this passage from Sir Wilfrid Laurier's speech on the third reading of the Naval Bill:

"What a triumph for the Nationalists. What a triumph for those men whose souls were tortured with the fear that their sons would be disembowelled fighting for the flag of the Empire. Methinks that the Government would best perpetuate Canadian appreciation of its proposals if it named the three battleships—the three empty battleships which are to represent Canada, not on the firing line, but under the protection of the Gibraltar Citadel, the Pelletier, the Nantel and Coderre." (Prolonged laughter and applause)

The gallant Col. Sam Hughes, Minister of Militia, has had a falling out with General McKenzie, chief of staff, and the latter is now packing up his belongings preparatory to returning to England. When pressed for information in regard to the matter in parliament on Wednesday Col. Sam admitted that his chief of staff had resigned but declined to go into details. With a loyal Tory government in power at Ottawa it is passing strange that a British general employed by that government should find it necessary to pitch his job.

The city council should make an effort to keep the wharves belonging to the city in a good state of repair. It is difficult now to induce schooners to accept cargoes for this city and it will be more difficult in future unless they are assured of decent wharf accommodation. The result will be a further boost in the freight rates on hard coal, which the people will have to pay. There is no reason why the money derived from the sale of wharfage and anchorage fees each year should not be devoted to the up-keep of the wharves.

The Port of Fredericton got a black eye this week when a coal laden schooner went aground below the railway bridge. The result will probably be an increase in the freight rates on coal next year.

The trout fishing season will be officially opened in New Brunswick on May 24th. The prevaricator will have a free hand on that day, but he should not work overtime.

If the senate holds up the naval bill it will be up to Premier Borden if satisfied that an emergency exists, to give the people a chance to pass on the question.

The latest report from Ottawa is that the Liberal senators at a caucus yesterday decided to hold up the Borden naval bill.

The Halifax street railway strike has been amicably settled and the men have returned to work.

Fredericton will observe Victoria Day on Monday, May 26th.

## BAIL REFUSED

(Incorporated in Ontario)  
COMPANY LOSES APPEAL

In the matter of the arbitration in the value of the right-of-way for the St. John & Quebec Railway through the property of the Odell Estate in the West End, Judge Barry dismissed the appeal of the company. The board of arbitrators which considered the case placed a valuation of \$3000 on the property. From that decision the company appealed not considering the property worth that amount.

## AT THE GAIETY.

Capacity audiences at the Gaiety last evening saw the wonderful Biograph feature, classic "Oil and Water." It is a story of the modern idealist who becomes infatuated with an actress, who realizes too late that "his ways are not her ways." Grecian dances are introduced in this production, which appeals to all lovers of high class pictures. Maurice Costello in Vitagraph, "Getting Up a Practice," was as popular as ever. This program is being repeated today.

NEW BRUNSWICKERS  
HELD A REUNION

A Vancouver paper gives the following account of a reunion of former New Brunswickers in Vancouver B.C. a short time ago:

"The New Brunswick Association of British Columbia gave a very enjoyable and successful social and dance in the Orange Hall on Tuesday evening. About 300 former residents of New Brunswick and their friends were present to enjoy the evening. The large hall was given over to dancing, while the smaller hall was given over to whist and other games. The ladies provided the refreshments and the manner of the jolly, old-fashioned basket supper and the sale of the baskets caused considerable merriment."

The list of guests included Alex. Gibson, Jr., and M. F. Reid, now visiting in the west, Mr. and Mrs. Black, Mrs. John Black and W. A. Black. It is said that there are seven thousand former New Brunswickers in Vancouver.

George V. Hobart will write the book and lyrics of the next Folies show, and Raymond Hubbell will compose the music.

"SLIM" MULLAN'S  
CAREER ENDS

Toronto, Ont., May 21.—W. D. Mullan, known as "Slim" Mullan, who had been a pioneer in the Yukon, Cobalt and Gowganda, died in the German Hospital at Buffalo, after an operation for the removal of a portion of the stomach. He was on his way to recovery, but got out of bed and the wound re-opened.

"Slim" (Mullan was the son of a Presbyterian minister at Stanley, N. B. He was attacked with the wanderlust some fifteen years ago. He went to Nevada, Montana and other mining centres. He had varying fortune, but his open handedness kept him from piling up wealth.

He was in the van of the rush to the Yukon in 1896 and he made some big strikes. He studied the country far and wide for he was an explorer as well as a miner. He went to the Treadwell camp and has one of the first there, but he did not find the fortune he sought. For some time his adventurous spirit found an outlet in the service of the Northwest Mounted Police. It was in the far northwest that he was dubbed "Slim" Mullan, for he was of lanky build and the name stuck to him.

One of the first miners in Cobalt was "Slim," but he had little success there. He was a pioneer in the Gowganda stampede, and staked many claims with slight reward. Then he drove the first tides in the Shining Tree camp, and his claims there are said to be worth a fortune.

While in north Ontario Mullan made expeditions into Ungava and was said to be one of the best informed on the interior of that country.

GREAT MUSICAL TREAT  
FOR THIS EVENING

Concerning the Boston Opera Company which is to appear at the opera house this evening the St. John Globe says:

"Patrons of the Opera House Tuesday evening were given an opportunity to enjoy a rare musical treat when members of the Boston Opera Company were heard in the first of the two concerts they are giving in this city. The company includes eight voices of unusual quality and the selection of music was admirably adapted to the vocal talents of the performers. Many of the pieces, while classics, were familiar, and this feature added considerably to the popularity of the concert. Many of the better known operatic airs were heard during the evening.

The second part of the program consists of the second act of "Martha," sung in English, with scenery and costumes complete. Among the musical gems introduced was The Last Rose of Summer, sung by Madame Scotney. The concert was under the direction of Mr. John Kelly.

## GUILTY OF ASSASSINATION

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John Mason is to make a tour of the Pacific coast in "As a Man Thinks."

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"THE DANCERS REDEMPTION" A Picturesque story of Old Mission life			IN		
			"Getting up a Practice"		
"OIL AND WATER" BIOGRAPH FEATURE IN TWO PARTS, incorporating a story of the stage with classical GREEK DANCERS					
GAIETY	GAIETY	GAIETY	GAIETY	GAIETY	GAIETY

TODAY	UNIQUE	TODAY
"A SOUTHERN CINDERELLA" Three Parts - BRONCO - Three Parts		
"THE NEW PUPIL"		

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THE SERGEANT'S SECRET - K. B. Western Feature in Two Parts.	THE SPOILED DOLL - Thanhouser Comedy Drama.
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