

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 " "..... 1.00
Six months " "..... 2.00
One year " "..... 4.00
One year by mail..... 2.00
Six months by mail..... 1.00
Address all communications to The MAIL PUBLISHING COMPANY, Ltd., Fredericton, N. B.
Telephones.....No. 67

Fredericton, N. B., Sept. 3, 1910

NAVY BUILDING

Occasionally in conversation as well as in the print of the yellow journals British, Canadian and United States, one still meets the word Germany with an exclamation after it. The strained trade relations which existed between the British Empire and Germany and the bit of personal enmity felt for one another by the rulers have both passed away and the continuance of this "war talk" is something worse than vain nonsense.

That Germany will complete the program to which she is committed in naval construction is only natural. That England and the component parts of the Empire will keep an eye open for any new moves is beyond doubt; but the misinterpretation of every item of naval news that reaches the public is the worst sort of jingoism.

According to a recent Berlin despatch to the Associated Press, Germany is contemplating an increased naval building program in order there by to "gain a lap in the race with England for supremacy in Dreadnought construction." When, however, this misleading statement is analyzed, it appears that this is not a Government, nor even a semi-official, announcement, but the opinion of Count von Reventlow, a notorious jingo fanatic and leader of the Navy League. The whole basis for the charge that Germany is to get ahead of England is simply that, besides laying down four Dreadnoughts, the Government will ask for money for two more to take the place of the two antiquated ships just sold to Turkey. That four will be laid down in 1911 is not a surprise, as one might think from this despatch, for they were announced ten years ago in the law of 1910, which committed the country to a given naval program. As to the ships to take the place of those sold, the Reichstag will decide whether they will be built and not Herr von Reventlow. At worst, the despatch admits, the German navy will have in 1913 two new ships it might otherwise not have had till 1914. If that does not make the Admiralty quake, what will? Unfortunately, this is just the sort of inaccurate and sensational stuff that has made some people really think that Great Britain and Germany were about to cut each other's throats. It is now, however, the more regrettable, in view of the complete official admissions in England that the war scare and the "Dreadnought race" with Germany are over.

For some unknown cause the evening mail service has been badly deranged several times during the week. The fact that Fredericton is severed from St. John and points east by a branch line should be no reason for the holding up of mail matter of importance to the business interests of the city.

The Dominion Exhibition in St. John is to be formally opened this afternoon. The management is deserving of the highest commendation for the extensive additions to the grounds and the general high class of the show they are offering the public. All Eastern Canada tenders its congratulations and best wishes for a splendid success.

As Monday, Sept. 5th, is a legal holiday, the Daily Mail will not issue a publication on that date.

St. John Globe—A Chicago clergyman has recently quit the pulpit for the stage, giving the reason that his salary as a clergyman is not sufficient for his needs.

PRESS COMMENT

Halifax Chronicle—"Mr. Borden," says the Montreal Witness "has same problem as Mr. Taft in the need of pulling a broken party together. If anything his party is more broken than that of Mr. Taft inasmuch as the two sections are found at the very opposite poles of the question which has divided them."

(Toronto Globe)

And now Emperor William explains that his remark about his sainted grandfather obtaining his Crown by the grace of God and not by the will of the people, was merely his way of restating the doctrine of foreordination. The Kaiser may be a good Calvinist but he is weak in diplomacy.

(Montreal Star)

That a profitable trade could easily be done between Canada and the Bahamas is the opinion of Mr. Leon E. H. Dupuch, a former member of the Legislative Assembly who is now in the city. He thinks that the Royal Commission appointed to inquire into the prospects of improving trade conditions between Great Britain, Canada, and the West Indies ought to have called at the Bahamas. At present, as declares, the trade is diverted to American channels, and on Imperial grounds he would much rather see the fruit of the Bahamas come to Canada in return for flour, cheese and other articles production. A better steamship service between the two countries is all that is needed, he thinks to bring about closer trade relations.

Brantford Expositor:—There has been no more delightful feature in connection with Sir Wilfrid Laurier's trip to the west than the manner in which the Conservative Government and the Conservative press of British Columbia have risen above party lines and united to do honor to the distinguished man who for the time being holds the high office of Premier of Canada.

Halifax Chronicle:—If the ships of the Canadian Navy are to be known as "His Majesty's Canadian Ships," the distinction is eminently proper and appropriate. It epitomizes the cardinal idea of the Liberal naval policy which is Canadian in every sense of the term, and that means British to the core. Ours will be a Navy with Canadian control and for Imperial co-operation. Its ships will be His Majesty's Canadian Ships.

With hands across the sea, my friends
We hail you one and all;
Whate'er the space our British race
Can hear their comrades call.

It sweeps around the rolling earth,
Across the leaping seas;
In every heart its echoes start,
It floats on every breeze.

One faith it owns, one heritage,
One country, speech, and Crown;
Its record flames with glorious names
And deeds of high renown.

Be ours to keep that record clear,
Those memories unimpaired;
The Empire's power her children's dower,
The glories we have shared.

The League of Empire links our hands,
Our hearts were linked before,
Based on our will that Britain still
Be one from shore to shore.
—H. S. Bunbury in Overseas Daily Mail.

MILITARY AEROPLANE MAKES SPEED RECORD

Duval, France, Sept. 3.—A military aeroplane piloted by Louis Breguet and carrying also Capt. Madiot, who made observations, flew from here to Paris and return late yesterday at a rate of ninety kilo-metres, or approximately fifty-six miles an hour, establishing a new record for speed with a passenger.

MANY DEATHS FROM CHOLERA INFANTUM

St. John, Sept. 3.—There have been eight deaths from cholera infantum in St. John this week.

TO HEAR MELBA.

A party of local musical people, composed of Mrs. F. A. Good, Miss Maud McKee, Miss Julia Pugh and Miss Bessie Everett went to St. John this morning to hear Melba.

FOR THE WOODS

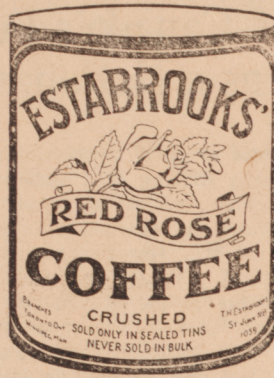
Mr. George Kilburn has gone to the St. John headwaters with a crew of men to make ready for the season's lumbering operations. He is employed as foreman by Mr. John Kilburn of this city.

HAS MADE GOOD.

Dr. Tilley S. Tupper, of Claresholm, Alberta, is visiting his old home here after an absence of twelve years. Dr. Tupper has made good in the West. He has built up a lucrative practice in his profession, and has large real estate holdings which yield him a good return. He says that no man can make a mistake by investing in real estate in the West.

*The Distinctive Flavor

of Estabrooks' Red Rose Coffee is the true mark of fine quality; but everything pertaining to this coffee denotes its superiority.



It is strictly pure, and does not contain a particle of chicory nor any other adulterant. It is packed in air-tight tins the same day it is roasted so its full flavor, fragrance and strength are retained.

Estabrooks' Coffee for breakfast and Red Rose Tea for other meals.

Estabrooks' RED ROSE Coffee

Try it for Breakfast To-morrow

J. M. ROBINSON & SONS WEEKLY STOCK MARKET REVIEW

St. John, Sept. 3.—(Special)—With the advent of September the stock market has become almost absolutely stagnant, transactions at times being almost inappreciable, in fact the record was made on Friday afternoon when in one hour only 2300 shares were traded in. The tendency of the week has been towards lower prices and there is little in the news development to stimulate interest, in fact the market is almost absolutely professional as is shown by the fact that the bulk of the activity is in Steel, Reading and Union Pacific.

Money continues very easy in New York, though the outflow of currency to the west and south has been very heavy and the New York Banks have been called upon to take over large amounts in loans collected by the outside banks, there have also been shipments of gold to Montreal indicating that the Canadian Banks are able to use the money to better advantage in Canada than in New York. Sterling Exchange is easy with not much movement of funds either way.

A good deal of attention has been given of late to the financial statements of the railroads, some criticism has been made of the Union Pacific statement of July, which shows an increase of \$381,000 in gross receipts which, however, is more than offset by an increase of \$786,000 in operating expenses and attention is called to the statement given out by the same Company for July 1908 when in spite of the decrease of \$495,000 in gross receipts there was a net increase of \$321,000 owing to the fact that their operating expenditures showed an increase of \$806,000 making it evident that in that year various expenses were postponed and are now manuring.

The political situation is quiet and at the present time exerts no influence on the market. At the present writing there does not seem to be any reason why any political development should effect the securities market as it will be some little time before Congress meets and there still remain two years before the next Presidential Election, however, it is a well known fact that European investors, particularly, are somewhat afraid of American Securities because of the uncertainty which a tendency to Governmental interference exerts and it is this same feeling in the United States itself that makes the political factor so potent in its bearing on the fluctuations of the stock market.

COTTON

The sensational market in August cotton has passed with the closing of that option. For a few days at the end of the month the Bull party had the situation entirely in their control and forced the price of cotton up to 20c, it is remarkable, however, that at the same time there was very little change in the price of spot cotton in the Southern States and very little increase in the prices of later months. Since the close of the month the tendency has been downward and a decline of several points is noted.

On Friday the September Bureau report came out showing the condition of 72½ or about as expected. Opinion as to the actual yield of cotton this year are very varied and it seems almost impossible to form any thing like a correct estimate until the crop shall be harvested; as a matter of fact the crop is estimated all the way from 11,500,000 bales to 14,000,000 bales and such authorities as "Moody's Magazine" in its editorial columns, point to the cotton crop as a distinct disappointment and say that while the shortage will not be as great as that of last year the fin-

al crop will undoubtedly be far below the normal.

BONDS

This same magazine referring to the prices of the standard issues of bonds calls attention to the fact that many bond dealers are emphasizing the cheapness of high grade bonds, and drawing attention to present prices of standard issues which are from 10 per cent to 15 per cent lower than three or four years ago and gives the opinion that bonds are not bargains yet.

Of course it must be remembered that the bonds to which reference is made are those listed on the New York Exchange and are mainly the standard railroad issues. On the other hand, Municipal Bonds, particularly in Canada, are selling at very attractive figures and there has been marked decline in the prices of these securities for the past six or seven years in fact, they are now selling at such figures as make them attractive to almost any investor. Public Utility Bonds have also declined and may now be regarded as practically on the bargain counter. In Canada this condition has been brought about by the large issue of securities against industrial and other mergers securities which have been issued with stock bonuses at such prices as to prove most tempting. These have induced a large amount of investment buying to the neglect of the better issues which have consequently declined.

MONTREAL

The Montreal market is quiet and steady, the flurry in Street Railway stock appears to be nearing its close as the market for these shares has declined somewhat from the highest.

An offering by an English Syndicate of \$240 a share for Royal Bank stock which has been made to the holders of the Union Bank of Halifax calls attention to the prospects of the Royal Bank and the value of its stock as an investment. Recent sales in the Montreal Market have been at 24½ and it is to be noted that the stock will pay 12 per cent dividend after January next.

CENSUS OF MORTALITY, DISABILITY AND COMPENSATION

The date of the next census for Mortality, Disability and Compensation, is 1st June of next year, which is the same as the date for population. It is a record for one year, and gives the information concerning all persons to whom the schedule relates for the year counting to the hour of midnight of 31st May, 1911.

Personal description of every person who had died in the year, or suffered disability by accident or sickness and has received compensation therefore is required in the schedule, and for complete identification reference is made to his family or household in the first schedule.

The name and sex of each person, and whether single, married, widowed, divorced or legally separated, together with the month of birth, the year of birth, the age at last birthday and the country or place of birth are required under personal description. His or her racial or tribal origin, religion and profession or trade, will also be recorded under the general heading or personal description, whether the reference is to persons who have died within the year or to persons who have been disabled within the year by accident or sickness, and to persons who have sus-

Aug. 29, 1910

John J. Weddall & Son's

NEW GOODS JUST RECEIVED

Muslin Dutch Collars, Linen Dutch Collars, Black Patent Belts, White Lace Collars, Muslin Jabots, Net Jabots, White and Colored Elastic Beltings, Black Leather Hand Bags, Initials for Hand Bags, Tourist Ruching, White and Colored Ruchings.

JOHN J. WEDDALL & SON

STANDARD FASHIONS

REYNIER GLOVES

SUPPLIES

FOR

Gasoline Engines

GASOLINE IN BARRELS AND DRUMS
BATTERIES, "COLUMBIA" No. 6 and No. 8.
GAS. ENGINE OIL
COMPRESSION GREASE
LEATHER BELTING
RUBBER BELTING.

R. Chestnut & Sons.

THE HARDWARE PEOPLE

tained loss of time and earnings and to allowance or compensation for loss or time.

Under the heading of Mortality records will be entered showing the month of death in the census year, the disease or cause of death as described by the Bertillon nomenclature the place of death if it occurred away from home, and the name and address of the attending physician.

Disability and compensation relate to accident or sickness, and under these heads records will be entered of the nature of loss or injury caused by accident in the year, cause of the accident, weeks of disability due to sickness or accident, and loss of salary or other earnings caused by sickness or accident.

Allowance or compensation made to employees is recorded under three heads: 1. The voluntary allowance which may be made to employee by employer for lost time through sickness or accident during the year. 2. Compensation in the year by employer under statute for (1) loss of life by accident, and (2) for injury by accident, which is required in some provinces of the Dominion. 3. Compensation by insurance for (1) loss of life and (2) for sickness or injury.

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A Very Fine Talcum Powder
at a very low price.

George Y. Dibblee

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