

# The Great British Empire And What It Stands For

Eloquent and Patriotic Address Delivered at Toronto Recently by the Venerable T. J. Madden, D. D., Archbishop of Liverpool--The British Flag Flies Over a Population of Five Hundred Million People.

The following address was delivered at Toronto a short time ago by the Archbishop of Liverpool:

Mr. President and Gentlemen:

Before I left England I read an article in 'The Spectator' on the 'Wicked habit' in Englishmen of self-depreciation of the Empire, and the editor in a note said that this article was inspired by a letter from some good Canadian, who had given him a fairly bad half hour by a letter inserted in the journal on this subject. Now, when I read that, I thought it might not be amiss for me to do a little boasting in Canada. It is good for us sometimes to brag a bit, and pray the prayer of the old Scotch woman, that the Lord 'wud gie us a guid conceit o' o'rsels'.

I am sometimes inclined to think we do too little cock-crowing. It would have a moral effect and be of material benefit to the Empire, as well as to the persons who seem to depreciate the British Empire. The first question I was asked by a newspaper reporter when I arrived in one of our cities was: "Well, I suppose the Old Country is doddering along as usual?" My feelings can better be imagined than described.

I want to speak first of the growth of the British Empire. We can hardly realize the extent of its recent growth. When Henry VIII, died the only British possession was Calais, and we did not hold that long after his death. When Mary came to the Throne, Calais passed out of the hands of the British people. It was not until the reign of Elizabeth that we began to acquire any part of our present Empire. The reign of Elizabeth, as you know, was one which produced not only great men of letters, but great sea captains—those courageous adventurers who sailed far off seas and planted the British flag upon alien soil and among new peoples. And yet, even with those acquisitions the Empire was very small indeed, and it was not until one hundred years ago that we really began

to move towards the mighty possessions now held under our sovereignty. When we read that at the present time we possess one-fourth of the habitable globe and rule over one-third of the population of the world, we begin to understand something of the extent and greatness of our Empire.

One hundred years ago the total population over which we claimed rule and sovereignty was 150,000,000; today the British flag flies over a population amounting to about 500,000,000 of people.

One hundred years ago the British language was spoken by 20,000,000 people; today 111,000,000 people use that language.

One hundred years ago in Europe, the English language was spoken by the fewest number of people. The French, German and Spanish languages were used by vast numbers of people compared with the English but now we stand at the top of all languages spoken by European civilized nations. That is worth remembering, that while other nations have progressed we have progressed to such an extent that we have passed from 20,000,000 speaking English to 111,000,000.

Now a thing which appeals to you men of business will be the commercial growth of the Empire, and I will only give you a few figures, because after luncheon figures are not very digestible. In 1909, according to a Blue-book just published two-thirds of the shipping world is carried in British bottoms or under the British flag. Take in connection with the traffic through the Suez Canal, the comparative figures for the different European nations are: French, 160 ships; German, 260 ships; those flying the British flag, 2,260.

A remarkable statement was made the other day in the House of Commons by Mr. John Burns. It was in answer to some question in connection with the unemployed and the trade depression. He said that in

the year 1908 more new ships according to tonnage were turned out of the Clyde shipbuilding yards than from all other shipbuilding yards in Europe combined, with Capan thrown in! I want you to see what a startling statement this is, for we

we have besides the shipyards on the Clyde, those at Portsmouth and Furness-on-the-Tyne, and in other parts of England. Yet, John Burns, in the presence of the House of Commons, stated that the tonnage of the new ships turned out of the Clyde was greater than all turned out by the rest of Europe—Germany, France, Italy with Japan thrown in. You would hardly suppose that a nation "doddering" to its doom would be so lively in producing ships in this manner?

Now, in these four ways—extent of her possessions, increase in population, advance in commerce, and keeping to the front in shipbuilding—the British Empire stands foremost among the nations of the earth. But after all it is not material prosperity that makes a great nation or a great people, and so when we think of the growth of the British Empire we ought not to forget that the glory of the British Empire is in its moral strength—that manhood is more than money and moral manhood the bed-rock foundation of permanent greatness of national glory.

We put it in our own way as preachers, and we say it is righteousness that exalteth a nation, with that word "righteousness" we cover a great many moral relationships in his life; righteousness in its broad sense exalteth a nation. I was only reading recently an article by Sir John Seeley, and he puts it in a very quaint way when he says: "No nation will ever find its place permanently in the world that has not something of the church about it." What he meant was this, that the religious principles which are be-

hind all morality must be in a nation's thoughts if that nation is to remain amongst the permanent forces of the world's civilization. The historian, Froude, says the same thing in another way: "As an historian I have noticed after all that it is character that tells more than men's cleverness (which means business astuteness) and more than the commercial prosperity of the people. When the world knows that the British merchant and the British manufacturer stand for honesty, stand for keeping the articles they profess to keep, the time will come in spite of clever shams used in all kinds of commerce today, that the British merchant and manufacturer will find if he faints not that 'honesty is the best policy.'" If he is true to the highest and noblest manhood, he will find a comfort and success in his business that cannot be got out of it with sharp practice, seeking to get trade into a country or into a city.

As regards the glory of the Empire, I cannot forget the last utterance of King Edward in the city of Liverpool. He paid two visits within a few years, the first to lay the foundation stone of our great Cathedral which will cost about \$6,000,000, and his second visit was to review the Territorial forces of Lancashire, of which we are very proud. He was standing on the platform on Lime street just after the train had passed through the tunnel, and turning to the Lord Mayor he said: "My Lord Mayor and gentlemen of the City Council, the last time I came here to lay the foundation of a great centre of Christian faith. I now come to review the Territorial forces of the British Empire. Patriotism is the glory of our flag and country, but there never can be true patriotism unless it is based upon religion. It seems only right that the review of my Territorial forces should be completed after my laying the foundation stone of that which makes a nation great."

A very striking thing occurred in connection with King George V. when receiving a deputation from the North of England—of course, we think the North of England is England, that what Lancashire thinks to day England thinks tomorrow and the British Empire thinks the day afterwards. King George said in reply to this deputation: "The foundation of the Empire is in the homes of the people. So long as these homes are pure and simple and true, so long will the foundation of the British Empire be permanent, and so long shall this Empire be great."

I am afraid sometimes that the public at large hardly realize how our Kings and Princes have at the foundation of their lives this strong sense of true religion. They are like most of us, they do not always talk about it, but in the supreme moments of life they and we are not ashamed to let the world know that our Empire is built upon God and the things of God. William Watson, who wrote the Coronation Ode of 1901, said: "This Empire has come to us from the tide of ocean and some vast star on high has made us what we are." I think that this vast star means nothing but the living God, and our Empire rests upon the great and glorious fact, that God himself has been behind our statesmen and princes in giving us this growth and this glory of which we are proud today.

What is it the British Empire stands for? What is its great glory amongst the nations? Civil and religious liberty. Any man under the British flag may worship God or not worship according to his conscience. The British Empire stands for justice and righteousness, and so long as we stand by these principles, so long will the British flag fly over an Empire consolidated, not by mere aggrandisement nor love of wealth, but because we fear God and have done our duty as Christian men.

I have spoken of the growth and glory of the British Empire. Its greatness lies in its ideals—lies in its manhood and womanhood. Here in Canada you have great and vast possessions. In these mighty Rockies out of whose sides you dig gold, silver and copper; out on your prairies which I have seen teeming with the "bread sent down from Heaven"; teeming in wealth and prosperity; but you have something greater. The asset you have in this land is not only wheat or gold, but men and women; and it is men and women that are going to make the British Empire greater, and build up a new Empire in the Dominions beyond the seas.

Now, what are these ideals we stand for? We stand for the ideal of peace amongst all people and all nations. King Edward the Peacemaker was not merely a peacemaker within his own inner consciousness, he was the incarnation of the British feeling, the British ideals—a pledge of peace. We see at the present moment (Continued on page three.)

## GUIDE FOR TRAVELLER

### INTERCOLONIAL

#### DEPARTURES.

No. 303—Mixed for Loggieville, 5.00  
No. 317—Suburban for Gibson and Marysville, 6.15.  
No. 321—Suburban for Gibson and Marysville, 11.15.  
No. 323—Suburban for Gibson and Marysville, 16.20.  
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.  
No. 327—Suburban for Gibson and Marysville, 18.40.  
No. 329—Suburban for Gibson and Marysville, 22.00.

#### ARRIVALS

No. 306—Suburban from Marysville 7.45.  
No. 302—Express from Loggieville, Chatham Junction 11.25.  
No. 308—Suburban from Marysville 13.30.  
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.  
No. 310—Suburban from Marysville 19.15.  
No. 316—Suburban from Marysville 21.55.

### CANADIAN PACIFIC

#### DEPARTURES.

6:20 a. m.—Express for St. John, Portland, Boston, Woodstock, etc.  
8:15 a. m.—Mixed for Woodstock and points North. Leaves St. Marys at 8:35.  
9:45 a. m.—Express for St. John and points east.  
4:30 p. m.—Mixed for Woodstock, in Gibson branch. (Daily.)  
5:45 p. m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.  
9:00 p. m.—Express for St. John and points east.

#### ARRIVALS.

9:10 a. m.—Express from St. John and points east.  
11:40 a. m.—Mixed from Woodstock via Gibson Branch. (Daily.)  
11:50 a. m.—Express from Montreal and points east.  
7:50 p. m.—Express from St. John and points east.  
9:20 p. m.—Mixed from Woodstock, and points North.  
10:40 p. m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

### STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 7 o'clock a. m. Arrives on Tuesdays, Thursdays and Saturdays at 4:30 p. m.

### ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at seven o'clock. Arrives every Monday, Wednesday and Friday at 4:30 p. m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at three o'clock p. m. Arrives from Gagetown at 10:30 a. m.

Stage line for Meductic and point on western side of river leaves the post office Tuesdays, Thursdays and Saturdays at 7:30 a. m.



SEALED TENDERS addressed to the undersigned, and endorsed, "Tender for Warehouses, St. John Harbour, N. B.," will be received at this office until 4.00 p. m., on Monday, October 24, 1910 for the construction of Warehouse No. 7 and the extension of Warehouse No. 6.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of J. K. Seammell, Esq., District Engineer, St. John, N.B., and Geoffrey Stead, Esq., District Engineer, Chatham, N.B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank for the sum of three thousand (\$3,000.00) dollars which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,  
R. C. DESROCHERS, Secretary,  
Department of Public Works,  
Ottawa, September 23, 1910.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

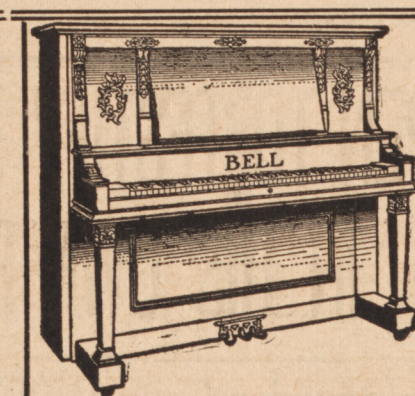
## PUBLIC NOTICE

The draw of the Highway Bridge will be opened from 4.30 p. m. to 5 o'clock on Monday until 5 o'clock on Tuesday morning, to allow the dredge to work in the river channel. It will also be open during the same period in the following days until the work is completed. Pedestrians and drivers of teams will please govern themselves accordingly.

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### W. J. MURPHY

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SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Public Building, Hartland, N. B.," will be received at this office until 4.00 p. m., on Wednesday, October 19, 1910, for the erection of a Public Building at Hartland, N. B.

Plans, specifications and form of contract can be seen and forms of tender obtained at this Department, on application to Mr. D. H. Waterbury, Supt. of Public Buildings, Public Works Department, St. John, N. B., and at the Post Office at Hartland.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p. c.), of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,  
R. C. DESROCHERS, Secretary,  
Department of Public Works,  
Ottawa, September 26th, 1910.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

### CLASSIFIED ADS.

not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00.

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WANTED.—Smart boys wanted to sell The Daily Mail. Liberal inducements to hustle.

### WANTED

WANTED.—A maid for general housework. Apply to  
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Woodstock Road.

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### FOR SALE

House, barn and lot in the Village of Stanley, next below Dr. Moore's residence; also one building lot in Stanley, and one house and two barns and lot in the Village of Gibson, known as the Ruel property, of four acres of land fronting the main river. This property is a good mill site as there is plenty of land and good shore for rafts of logs in the dry time in summer. Full information by calling on the owner on the premises, Gibson, B. McMenamin.

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PHONE 219--11

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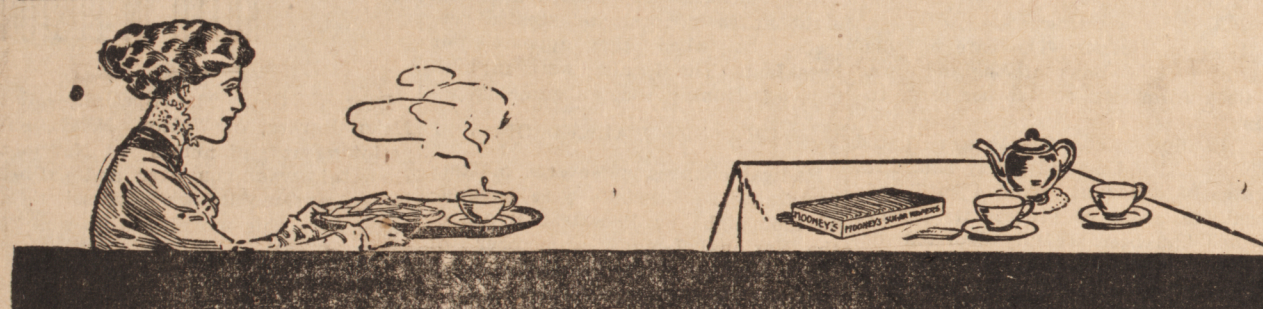
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It cost us thousands of dollars and took years to perfect this dainty. Taste it once and you will say that both time and money were well spent.

Here are just three of many reasons why you should at least try Mooney's Sugar Wafers. First—their delicious spicy and appetizing taste. Second—it takes no time to serve them—they are always ready—always good. Third—they cost but little.

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Mooney's Sugar Wafers are made in the finest bakery in the country. We use nothing but the best ingredients. Our flour is a special blend. Our butter and cream are from the finest dairies in Western Ontario. We get the best because we pay top prices. Then there is the incomparable Mooney Method—the Method that gave to the Dominion, Perfection Cream Sodas—the standard soda cracker. The same high quality standard that has made ours the fastest growing business in Canada goes into our greatest creation—Mooney's Sugar Wafers.

(12) At your grocer's, in dainty, dust and damp-proof tins. 10 and 25 cents. Try them today.

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