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THE RIGHT POLICY

The Opposition leaders, stump orators and journalists are quick to perceive the difference in the nature and effects of the tour of the Premier in the West and that of Mr. Borden in Ontario. The latter was one of the attractions at a series of picnics, in which women and children formed two-thirds of those present. The former with his associates is the attraction, and the vast audiences which greet him are predominately composed of voters. They see that Mr. Borden's speeches were the dreary commonplace of criticism uttered by a man discouraged by former defeats, and entertaining but little hope of success in the next contest, while in the case of the Premier they are forced to see the statesman with a message, a promise and more than a hope. They recognize, also, that the effect which Sir Wilfrid's visit and speeches are making mean support for Liberalism at the next contest, when the representation of the West will be doubled and hold perhaps the balance of power. It is this evident "winding of the West" by the great Liberal chieftain which is worrying them into a bad temper, resulting in worse manners. They realize that Mr. Borden has neither the personality nor the platform ability to follow and undo his work. They have no faith in Mr. Roblin and his colleagues being able to do anything to render the Premier's appeal ineffective or to weaken its force. They know well that the people of the West are either low tariff men or free-traders. They know that the Liberal party is the only one which can meet their wishes in any degree in this regard. They, the Tories, know that their leader dare not coquette with this Western free trade sentiment, because by so doing they would offend the great manufacturers in Ontario, who both finance and direct the policies of Canadian Conservatism. Knowing these things, they are trying to weaken the force of Sir Wilfrid's appeal by attacking him on the ground that he is offering a whole sale bribe to the West by speaking of the methods which his government have decided to pursue in the solution of the transportation problems of that part of the Dominion. The Acadian Recorder declares Sir Wilfrid is right. The people demand to know what the government proposes to do in regard to that most important matter to a fertile country of magnificent distances, and the head of that government frankly tells them what he proposes to do. There is no bribery in this. There is nothing objectionable—save to those who have no policy to propose—in such a procedure. Mr. McBride appealed to his province on a policy of great railway expansion, to which he pledged the security of British Columbia to the extent of forty million dollars, yet his victory was acclaimed by the entire Tory press as a victory for constructive statesmanship. Mr. Roblin won on the promise of more railways and cheaper telephones; did any Tory paper speak of his appeal as bribery? Sir Wilfrid is right. He will continue to speak of canals—and construct them. He will continue to promise railway—and build them. He will continue to promise a much needed system of government grain elevators—and supply the same. He will continue to examine into the needs of the country, announce his policy thereto—and carry that policy out. This is statesmanship, and at the same time supreme political strategy which will win, and deserves to win. It is taking the people into the confidence of the Government, and is the genuine British method. Policies formed and kept pigeon-holed, and discussed only in close meetings, or spoken of with bated breath and suspicious

caution by ward-healers only, are not policies which gain for them conspiring formulators, the confidence and respect of a democratic community.

BETTER WAIT

Next year the people of Canada will be officially counted. Meanwhile it is noticed that ministers and the bureau of statistics are giving other countries to understand that the population by the next census will be 8,000,000. It would be more prudent to wait for the returns. The official statement now circulated computes the natural increase, adding the immigration reported by the department of the interior and the assumed natural increase of the immigrant population. These figures will be all right if there has been no exodus, and if the people reported as immigrants are all real settlers, and the natural increase of former decades holds good. Whether these are suppositions according to the fact will be known better fourteen months hence. If the population could be correctly computed by the bureau's interim method there would be no need of the enumeration. No permanent advantage comes to a country by the issue of a prospectus which facts shortly to be ascertained may contradict.

Discordant messages are going from Canada to Westminster concerning the "coronation oath." The British Parliament is assured by high authority that several hundred thousand Canadian Protestants are protesting against any mitigation of the royal declaration. On the other hand while several of the religious bodies have refused to take any action one way or the other, some have gone so far as to put themselves on record as actually advising the elimination of the words wherein the sovereign is made to say that the faith and worship of his Roman Catholic subjects are superstitious and idolatrous. In view of this diversity of counsel members of parliament will perhaps be guided by what they believe to be British opinion and allow Canadian advices to cancel each other.

LOGS ARE HUNG UP ALONG THE ST. JOHN

(Bangor Commercial)

With the water in the rivers and lakes of northern Aroostook at a point lower than for seasons past the logs on several of the drives of the St. John River and its tributaries are still hung up, having been held by the lack of water for several weeks and not until the fall freshet sets in will the operators be able to move their logs along to market. The rear of the corporation drive on the St. John is hung up above St. Francis the St. John Lumber Co., of Van Buren has three or four million feet of logs hung up above the main river, the Van Buren Lumber Co. has its drive at a standstill on the Little Black River and on the Allagash there is a cedar drive of over half a million hung up below the Allagash falls, which belong to Harmon and Wheeler and were bound for their mills at St. John Plantation. The last named drive started early enough and would have been able to reach its destination were it not for the fact that the logs could not be run into the main St. John River until the millions of feet driven down the river had passed. The company has no sorting gaps at their plant in St. John plantation, and consequently cannot handle their logs with those of the other operators in the drives. They were forced to wait until after the other had passed and by that time the water was so low in the Allagash that they found that they were unable to move the logs. Most of the mills have logs enough on hand to handle the season's sawing, and will not be put to any extended inconvenience because of the low water. The present condition of affairs, shows the importance of improvements to the St. John River and its storage basins, a matter which the International St. John River Commission has under consideration, and through the aid of engineers is compiling data which will show what can be done so improve the river and increase the flowage through improvements to the lakes which are tributary to the river. The commissioners are also considering improvements to the river bed and channel which, together with waters conserved by dams in the lakes, would eliminate trouble such as is being experienced at the present time. The work if it is done will be done under national charge and supervision and a great deal depends on the reports of the commission. Unlike other rivers in Maine which are used in the lumbering industry very little has been done towards the improvements of the St. John River,

except by private corporations. The St. John Lumber Company did erect dams on Long, Clayton and Ross lakes on the Allagash section in order to control the flow of water, but there are few improvements beyond that on any part of the St. John. The storage basins are so formed that the surplus waters of the spring rains runs off quickly, and for a time the river gets more than it needs, then when it is all gone the trouble begins. The storage basins offer excellent facilities for increased storage and lumbermen in that section are anxious to see that something of this sort is attempted, in order that trouble from low water may be done away with. The forest fire which was reported several days ago from Township 14, Range 16, is all out, and through the efforts of the fire wardens in that section was prevented from spreading over more than a few acres of timberland. There are no further fires at present but the woods are dry and the fire patrols are on a constant lookout.

PERSONAL

Mrs. Rideout wife of Chief of Police Rideout of Moncton, is visiting relatives in the city. Rev. Milledge Walker of Hampton and Mrs. Walker are spending a few days in the city. Mrs. Walker is a daughter of the late Mr. Andrew Inche.

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CRIPPEN AND COMPANION BELIEVED ON WAY TO CANADA

"Clergyman and His Son" on Board C. P. R. Liner Montrose are Objects of Considerable Suspicion--English Detective in Pursuit on Mail Boat Which Should Overhaul Liner--Dominion Police on Lookout.

London, July 24.—While the chase has been proceeding hot foot in the neighborhood of the Pyreness, particulars obtained by wireless from the C. P. R. steamer Montrose lead Scotland Yard officials to firmly believe that Dr. Crippen, wanted in connection with the callous Camdentown murder of his wife, the details of which horrified the world, and his companion, Miss Leneve, are on board the Montrose, en route to Montreal. Inspector Dew, who had charge of the case since suspicion was aroused against Crippen, sailed at once on the steamship Laurentic, the first boat available, on Saturday night. The Montrose left Antwerp, and it is stated the couple joined her two hours before she sailed, and did so without attracting attention. They traveled under the names of Rev. Robinson and his son. The tale of alleged discovery subsequently told by wireless to the police is that the steward who attended the couple to their second class cabin, noticed that the clergyman wore false eyebrows. His attention to the pair was attracted by other peculiarities, especially about the boy.

Watching, by permission, the latter perform toilet, he concluded certainly the "boy" was a girl, and moreover her height and features correspond with those of the missing typist. The most minute descriptions of the reverend gentleman and his son were sent to the police. Scotland Yard attached the fullest importance to the news and dispatched Inspector Dew immediately, while the Canadian police were cabled full instructions. According to the description given the French police, the suspected man is wearing a full clerical suit. He has heavy brown eyebrows, now known to be false, short sprouting brown beard running up the sides of his cheeks, evidently of recent growth, clean shaven upper lip. He walks with a slouching gait with head a little thrown back. The "boy" is of rather stout build, very pale, with a particularly broad nose. The suit is a smartly cut one of dark tweed. The Laurentic should overhaul the Montrose at sea. Scotland Yard officials have issued a guarded announcement stating that, in order not to handicap Dew any details of his journey will not be divulged.

FOURTEEN LIVES LOST YESTERDAY BY DROWNING

Intense Heat Causes Rush For Cooling Streams with Lamentable Results—Eleven Dead in New England, Three in Canada.

Boston, Mass., July 24.—Another long list of drownings marked the hot Sunday today. Eleven deaths in various parts of New England have thus far been reported. Of this number the majority of the victims were enjoying a cooling plunge in lake or stream but the treacherous canoe was not forgotten, claiming two deaths, and still another was due to a young woman, losing her balance and falling from a rowboat. THREE DROWNED NEAR OTTAWA Ottawa, July 24.—The Ottawa and Gatineau rivers have claimed three lives through drowning within twenty four hours. Yesterday morning John Turner, aged twenty, an assistant to the steward at Government House, and only thirty-six hours in Canada, was drowned while swimming in the Ottawa, near Earncliffe. This morning Ernest R. Sadler, aged nineteen, steward's helper on the steamer Duchess of York, plunged off the boat at Queens wharf for a swim. He never rose again. About the same time, Telephone Lajoie, aged 34, of Hull, was drowned in the presence of his wife and three children while bathing in the Gatineau river, near Chelsea, a few miles north of Ottawa. Mr. and Mrs. George Bird and children of Boston are visiting Mr. A. D. Parent.

SWEEPING PRISON REFORMS IN ENGLAND

Winston Churchill Says it is Proposed to Treat Criminals with more Humanitarian Methods.

London, July 23.—In the House of Commons last night Winston Spencer Churchill, the Home Secretary, outlined intended sweeping reforms in the prison system which are to be inaugurated partly by administrative order and partly by new bills in Parliament. His object Mr. Churchill explained in an impassioned speech, which greatly impressed the House, is to treat criminals with more humanitarian methods and, as far as possible, to avoid their degradation by prison life. Briefly, he wishes to give longer time for the payment of fines and to prevent imprisonment for their non-payment, and to substitute disciplinary or curative methods for imprisonment in the cases of youthful and minor offenders, to allow political offenders, like passive resisters, and suffragettes, various privileges, such as conversation, book reading, better meals, etc., to reduce solitary confinement to a single month, to abolish the ticket-of-leave and the entire system of police supervision for released convicts; to inaugurate methods looking for the welfare of released prisoners and finally to arrange winter lectures or concerts in convict prisons. Indiana has required all locomotives, except those used for switching purposes, to be equipped with electric headlights.

July 6, 1910

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