

GOVERNMENT WILL CHANGE THE CORONATION OATH

Which is so Objectionable to Roman Catholics--Queen Alexandra Sends Message of Thanks for Sympathy--Many Notables Arrive for Funeral.

London, May 10.—While the rulers and representatives of foreign nations are assembling here for the obsequies of the dead sovereign, the various necessary formalities incident to the sad event are being gradually completed. The widowed queen has sent a touching personal message to the nation, writing in unassuming style and recalling similar intimate messages which Queen Victoria was in the habit of addressing to her people.

King George has addressed messages to the navy and army expressing his thanks for their loyalty and devotion, and his solicitude for the efficiency of both services. A message also has gone from the King to the Indian princes and people, expressive of his profound gratitude for their sympathy.

QUEEN MOTHER'S TOUCHING MESSAGE.

The Queen Mother Alexandra's message to the nation is as follows:

"From the depth of my poor broken heart I wish to express to the whole nation and our own kind people we love so well my deep-felt thanks for all their touching sympathy in my overwhelming sorrow and unspeakable anguish.

"Not alone have I lost in him my beloved husband, but the nation too has suffered an irreparable loss by their best friend, father and sovereign thus suddenly called away. May God give us all His divine help to bear this heaviest of crosses which He has seen fit to lay upon us. 'His will be done.'

"Give to me a thought in your prayers which will comfort and sustain me in all that I have to go through. Let me take this opportunity of expressing my heartfelt thanks for all the touching letters and tokens of sympathy I have received from all classes, high and low rich and poor, which are so numerous that I fear it would be impossible for me ever to thank everybody individually.

"I confide my dear son into your care, who, I know, will follow in his dear father's footsteps, begging you to show him the same loyalty and devotion you showed his dear father. I know that my son and daughter-in-law will do their utmost to merit and keep it."

One of the first messages issued by King George, who has long been known as "the sailor prince," was

addressed to the navy. In it the king says:

"It is my earnest wish on succeeding to the throne to make known to the navy how deeply grateful I am for its faithful and distinguished services rendered to the late king, my beloved father, who ever showed the greatest solicitude for its welfare and efficiency. George R."

John Redmond, leader of the Irish parliamentary party, has written to Premier Asquith, reminding him of the favorable expressions used when the question was recently raised in parliament by the Duke of Norfolk, the foremost Catholic in England, respecting the abolition from the declaration which the monarch must make before a new parliament of the ancient words, "abjuring the church of Rome," which Mr. Redmond declares, are most offensive to all Catholics.

Late tonight the body of King Edward, enclosed in an oak casket, was transferred to the throne room at Buckingham Palace, where it rests on a catafalque covered with the same purple pall which enshrouded the coffin of Queen Victoria. A silk-royal ensign has been spread over the pall.

Many floral offerings coming from abroad will be deposited in the throne room, where the body will remain until its removal to Westminster Hall.

TO CHANGE CORONATION OATH. The cabinet today decided to introduce a bill amending the declaration of the king, wherein he asserts his disbelief in the transubstantiation and adoration of the Virgin and saints, and that he makes declaration without mental reservation or dispensation from the Pope or other authority.

For the declaration that the foregoing doctrines, and the mass "are superstitious and idolatrous," it is proposed to substitute the words "are contrary to my belief," and to omit reference to the Pope.

The majority of the members of parliament are believed to favor these changes, but the Orangemen and extreme Protestants will oppose them. The Catholics wish the entire declaration abolished, but the law officers of the crown consider such a safeguard against a Catholic monarch necessary.

It was definitely announced tonight that Mr. Roosevelt's lecture at Oxford University, which was scheduled for May 18, has been postponed.

U. S. REPRESENTATIVE FAVORS RECIPROCITY

Washington, May 10.—Representative Ames of Massachusetts today made formal request in writing that the ways and means committee grant him a hearing on his resolution declaring it to be the sense of the house that there should be closer and better trade relations between the United States and Canada.

Mr. Ames has made formal requests for a hearing heretofore, but without result. He says that he is determined the committee shall have no excuse for failing to give him a hearing.

He has obtained more than 80 signatures of republican members to his petition asking the committee to report the resolution. He has interviewed Speaker Cannon, but failed to obtain any satisfactory reply.

Mr. Ames has taken the matter up with members of the committee on rules. Representative Lawrence is willing to help him, but some other members are indifferent. Mr. Ames wants to secure a special rule to provide for the consideration of his resolution in the house in case the ways and means committee refuses to report it.

He might move to discharge the ways and means committee from further consideration of the resolution, but the speaker, Mr. Ames says, would not recognize him for that purpose. Mr. Ames says that Speaker Cannon insists that the resolution should come up in regular order.

In spite of numerous obstacles, Mr. Ames says that his resolution will eventually pass.

DEATHS AT ST. JOHN

St. John, N. B., May 10.—After illness of a week, Charles Beckwith White died this morning from pneumonia. Mr. White was out on Thursday. F. L. of Houlton, Me., and Ald. White of St. John are brothers. John Rowley, boat builder for sixty years resident of Carleton, died last night aged 81.

THE IMPORTANCE OF CANADA RECOGNIZED

Montreal, May 10.—Sir Edward Clouston Bart, general manager of the bank of Montreal, who has just returned from England, appears to be well satisfied with the results of his visit, which was apparently beneficial both financially and constitutionally.

Sir Edward stated that in all his experience he never heard so much about Canada from the English investing public, and he hoped that this good feeling would not be taken advantage of to foist enterprises of a questionable character upon a perhaps too willing investing public. Such a thing, he said would only have a bad effect later on.

He looked for the arrival of a number of English financiers during the present year who would tour the country, and, returning, be able to say good words about its resources and solid financial position.

On Sir Edward being asked what he thought of the rumored reciprocity negotiations with the country to the south, he replied that he was of the opinion that no treaty would be acceptable to the neighboring republic that did not give them the big end of the stick. Canada, he added, exported about the same products as the United States and would lose by any reciprocity treaty. We should, he declared, make our own customs laws without any assistance whatever from Washington. A suggestion being made to the effect that the agriculturists of the West might demand an interchange of commodities, Sir Edward replied that experience, both here and over the line, had shown that the most prosperous farming communities or districts are those in touch with manufacturing centres.

ALLAN LINER GRAMPAN ASHORE

Montreal, May 10.—The first accident of the St. Lawrence navigation season occurred today at Cap A La Roche, thirty miles above Quebec, when at noon the Allan liner Grampian ran on the rocks.

MANY INJURED IN STREET CAR COLLISION

Brockton, Mass., May 10.—More than a dozen men and women passengers were severely injured and others bruised in a rear-end collision between two crowded electric cars running extra on Torrey Street on the Brockton North Easton line, west bound, at 5.30 yesterday afternoon.

Six women fainted in the panic that followed the collision. The vestibules of the cars were badly wrecked.

In the front vestibule of the rear extra car five men, including motor-man H. L. Whittier, the most severely injured, were pinned beneath twisted iron and woodwork until other passengers crawled out of the damaged cars and ran to their rescue.

According to street railway officials, the principal cause of the accident was slippery rails and the fact that the extra cars were running closely together.

The first electric car stopped near the Thorney Lea golf club grounds, to let off a woman passenger. Motor-man Whittier's car was close behind, and before the brakes could be applied crashed into the car ahead.

The front vestibule of the second car was crowded with men passengers, all of whom were more or less injured in the collision. Motor-man Whittier stuck to his post and was pinned between the broken frame of the vestibule and the front door.

Albert Wells of North Easton, was pinned down in the wreckage, and it was several minutes before he could be rescued.

A woman passenger who was about to alight from the first car saw the second car coming and ran back into the car screaming. Other women took up the cry, and after the collision several fainted. Several were hurt as the passengers rushed for the exits.

Men ran to the assistance of Wells and Motor-man Whittier and Bailey, and they, with others, including several unconscious women, were taken to the homes of Robert Millitt and Andrew Peters at 178 and 180 Torrey Street and physicians summoned.

Street railway officials summoned automobiles, and after the injured were cared for, they were taken to their homes.

It was several hours before Whittier could be taken to his home, in Campello in an automobile. His left foot was badly crushed and his back injured. He received other severe bruises and internal injuries. Traffic on the line was delayed for more than an hour. Passengers were transferred to extra cars.

BOSTON DAIRY MEN STILL STEADFAST

Boston, May 10.—A resolution to hold together and under no circumstances to sell milk to the contractors, unless at the price asked, and for which the present war is being waged, was the outcome of a meeting of some 200 milk producers yesterday morning in Faneuil hall.

The resolution was introduced by Prof. J. W. Sanborn, ex-president of the New Hampshire agricultural college and dean of the New England dairymen, at the conclusion of his address before the meeting, and at its close was enthusiastically adopted.

The meeting was called to order by Pres. Stanley H. Abbott of the Boston cooperative milk producers' company, who, in his opening address emphasized the importance of the contest. The hope of the agricultural welfare of the country, he declared rested upon their shoulders.

J. Lewis Ellsworth, secretary of the state board of agriculture was received with enthusiasm. In his speech he commended the milk producers for making their fight to render dairying a profitable business, and urged them to continue arduous work.

"You have met here to expand trade," he said, "not to restrict it. You want to live as well as others, and you ought to live better than most. You are paid three cents for a quart of milk which the consumer pays from six to nine cents, and in a restaurant from 20 to 40 cents. It is not wonderful that you feel you should have your share at that price."

The Grampian ran hard aground, but fortunately the tide was low and when three hours later high tide was reached and she floated off, and resumed her voyage to Montreal under her own steam. It is expected the Grampian will reach Montreal some time tomorrow morning.

Nothing is known as yet as to whether she suffered a serious injury or not, but she will be thoroughly examined after discharging her cargo up the gulf, being three days over due when she ran aground.

Cap A La Roche where the mishap occurred, is one of the most dangerous spots in the St. Lawrence, the channel being very narrow with a solid rocky bottom, while the currents run about ten miles an hour. When the Grampian struck the rocks she was only thirty feet outside the regular channel.

WILLIAMSBURG MAN SAW HALLEY'S COMET

To the Editor of The Daily Mail:

Dear Sir—

If you could allow some space in your valuable paper I would like to let the public know a little about Halley's comet from my observation.

This morning, between three and four o'clock, I discovered Halley's comet in a light cloud about twenty degrees south of East. It had the appearance of a star.

During the first four minutes its tail seemed to show through the light cloud in the form of a light mist directly above and underneath. Had it not been for this I would not have been able to detect it from the morning star. Directly the cloud disappeared and left the comet in the clear sky surrounded by the morning sunlight, but its tail was not to be seen after it came out of the cloud.

This observation was taken by a clear telescope of medium power. The comet could be distinctly seen with the naked eye, but no sign of its tail at any time. From its appearance this morning together with its position, we might not again see the tail before the twenty-sixth of this month, but the comet will be visible to telescope observers nearly every night for two months. I don't look for any cause to be worried about, because this comet is simply making its rounds the same as our planet has been for thousands of years and it is no more liable to get out of its path than the moon and crash into the earth. I intend taking observations during the period that it is visible with my telescope and will write The Mail anything new that I observe. I do not wish your readers to understand the above as a prediction as I am just giving my opinion on this matter, together with what I see.

Thanking you, Mr. Editor,

Respectfully Yours

D. S. PEACOCK.

Williamsburg, May 7.

CONCESSIONS MADE TO TELEGRAPHERS

Philadelphia, Pa., May 10.—Several important concessions have been secured by the 5,000 telegraphers on the Pennsylvania Railroad System east of Pittsburgh following a meeting of the general committee representing the operators and General Manager Meyers of the company. In addition to the general six per cent. increase in wages recently declared by the company supplementary increases were granted to equalize wages with the amount of work performed. Any employee may now bid for advertised vacancies regardless of his rate of pay.

A few other requests that were made including that of granting two relief days a month under pay to all telegraphers who are not acted upon but were held under advertisement.

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SPLENDIDLY STAGED

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—Four—

High Class Specialties Headed by

The Marvelous Davis

Positively the Highest Salaried

Vaudeville Act in Repertoire.

Popular prices, 25c., 35c., 50c.

Seats now on sale at Wilkes'.

The Gibson and Marysville cars will wait until after the performance Friday and Saturday evenings.

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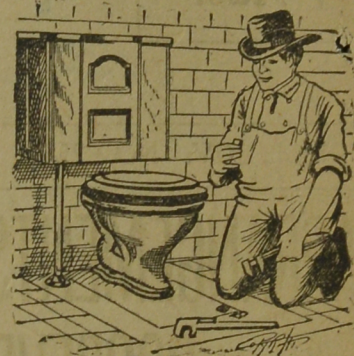
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SHOULD BE IN EVERY HOUSE WHERE IT IS POSSIBLE. THE LAWS OF THE BOARD OF HEALTH DEMAND

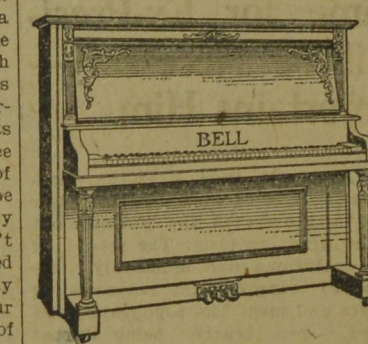
SANITARY PLUMBING

and we can fill the demand. Orders for the installation of Bathtubs and Closets will be promptly filled. These are of scientific design and excellent material, and specially recommend our Low Tank Syphon Our Workmen are Skilful and Competent. Our prices moderate for High Class work.



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THE PIANO PEOPLE

B. & M. FREIGHT MEN WANT BIG INCREASE

Boston, May 10.—At a meeting of Boston & Maine Freight Handlers' Assembly 5572, K. of L., held yesterday afternoon in Hibernian Hall, Charlestown, there was a general discussion of the pending wage demands made by the assembly on the management of the road.

It was the unanimous opinion of the members that a voluntary increase of 84 cents a week given by the road's officials is not satisfactory.

The question that the wage committee of the assembly will present to the management of the B. & M. road are for a 12 1/2 per cent. increase for a 10 hour workday, or a 10 per cent. increase with nine hours on Saturday without loss of pay.

Up to the time of the voluntary increase the men were receiving \$2 a day, and now with 7 per cent. increase voluntarily given by the road the men are receiving \$2.14 and \$2.10 a day.

The assembly decided yesterday to accept the voluntarily given 7 per cent. increase and to insist on one or the other of its two wage propositions being granted. Until one or the other is granted the men will contend that their wage scale controversy is not settled.

NOTICE OF FORECLOSURE

To Albert E. Everett of the City of Fredericton in the County of York in the Province of New Brunswick, Hotel Keeper, and all others whom it may in any wise concern:

NOTICE is hereby given that by virtue of a Power of sale contained in certain Indenture of Mortgage bearing date the twenty-sixth day of May in the year of our Lord one thousand eight hundred and ninety-nine, and made between the said Albert E. Everett, of the One Part, and me, the undersigned E. S. Ranney Murray of the City of Saint John in the County and County of Saint John, of the Other Part, registered in York County Records in Book J-5, pages 301, 302, 303, and 304, there will for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof, contrary to the Provisions of the said Indenture, be sold at Public Auction in front of the Post Office in the City of Fredericton, on Saturday the Twenty-eighth day of MAY NEXT at the hour of twelve o'clock Noon, the leasehold lands and premises described in the said Indenture of Mortgage as follows:—All that certain lot, piece or parcel of land situate, lying and being in Block Number Seventeen in the Town Plat of Fredericton afore said and comprising bounded as follows:—Beginning at the point of intersection of the South Western side of Brunswick Street with the North Western side of Westmorland Street in the City of Fredericton, thence from the said point together with the same South along the North Western side of Westmorland Street aforesaid one hundred and thirteen (113) feet, thence at right angles North Westerly and parallel "Brunswick Street aforesaid one hundred and sixty-four (164) feet three (3) inches, thence North Easterly "Eight angles and parallel to Westmorland Street aforesaid one hundred and thirteen (113) feet to the South Western side of Brunswick Street aforesaid and thence along the same South Easterly one hundred and sixty-four (164) feet, three (3) inches to the place of beginning, containing one rood and twenty-seven perches more or less, and being part of Lots Number 263, 265 and 267 in said Block Seventeen Town Plat of Fredericton (except as therein excepted.)

Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging, or in any way appertaining, together with the same and all benefit and advantages thereunder. Dated this thirty-first day of March A. D. 1910.

(Signed) E. S. RANNEY MURRAY
Mortgagee. (L. S.)
A. J. GREGORY, ESQ.,
Solicitor for Mortgagee.

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 — A plain cook. Good wages. Apply after 8 p. m. to

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WANTED, to rent with option of purchase, a small piece of land near city for erection of summer camp. Write "Camp" care of Mail.—tf.

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inches square.

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Have you seen the robin,

Sitting in the tree,

In his song he's telling you,

To drop a line to me.

Your ceilings want whitewashing,

Your walls need paper too,

And now's the time to have it done

So send your order through,

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vices are virtues.

PUBLIC NOTICE

His Worship, Mayor Thomas, most respectfully requests that the merchants and citizens of Fredericton give expression to their sorrow by draping their respective premises in mourning so far as possible until after the funeral of our late beloved Sovereign King Edward VII; that business be generally suspended during the hours of the funeral on Friday May 20th, and that the Public Schools be closed on that day.

J. W. McCREADY
City Clerk.
City Hall, May 10th, 1910.