

## The Daily Mail

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### MR. BORDEN'S FALLACIES

If Mr. Borden has no better material upon which to base his plea for support than a criticism of the policy of the Dominion Government on the question of a Canadian navy, his trip is not likely to be productive of much advantage to his party. If there is one feature of the Government's policy which more than another commends itself to the good judgment and patriotism of the Canadian people it is that which has been followed in regard to the naval proposals. Every self-respecting Canadian citizen feels that the time has now come when Canada should take upon herself the burden of defending her own shores, and cease being dependent upon the good offices of the Imperial Government. Moreover, if Canada is ever to take that place among the nations of the world which her geographical position and enormous natural wealth entitle her, and which the national desires of her people will ever aspire to, it becomes a matter of necessity that she should possess her own navy, built in this country and manned by her own sons. Such an aspiration is nothing but the logical outcome of the natural growth of the country, to attempt to thwart which is little short of a crime against the welfare of the people.

Mr. Borden and his followers are forever harping upon the duty which Canada owes to Great Britain to help her in a time of need.... None could be more appreciative of this duty than Sir Wilfrid Laurier and his colleagues. But they also appreciate the fact that in undertaking to look after Canada they are taking from Great Britain a burden which might, under certain circumstances, become very inconvenient for her to carry at certain times. In setting on foot a movement which will in the near future relieve Great Britain of any necessity to take care of the safety of Canada's shores, the Laurier Government is not only performing a duty it owes to its own people, but it is fulfilling its duty to the mother country. Those who maintain that Canada's duty to the mother country is to make the latter a present of a sum of money to be spent as the Imperial admiralty may think best, are taking a very small and narrow-minded view of a great national question. Besides, the spectacle of Canada, which is borrowing money every year by the million from Great Britain, turning round and offering that country a few hundred thousand for any particular purpose, is ludicrous in the extreme.

As for Mr. Borden's complaint that the Canadian navy would not be ready at all times to render any assistance to the Imperial navy which the latter might require, such a contention is the cheapest of claptrap. To say as he does, that the Canadian Government might not permit its ships to join with those of the Imperial navy in the defence of the common interests of the Empire, is nothing but an unworthy attempt to inflame party sentiment. We would just like to ask how long the Canadian people would tolerate a Government which refused its aid to the mother country if it was ever needed? The last state of such a Government would be worse than the first by a long way.

Anything very much more amusing to read than the report in the Moncton papers of the sweet utterances of some of the members of the Provincial Government on the one hand and Mr. F. W. Sumner on the other which passed at the visit to the Oil wells on Tuesday, it would be difficult to find. The morning after the legislature turned down Mr. Sumner, if he could have had his way, he would have had the whole front bench hanged, drawn and quartered and

their heads stuck up on the railings on the top of the Assembly buildings. Like the Cardinal in the Jackdaw of Rheims "He cursed them by board, he cursed them by bed, from the sole of their feet to the crown of their head."

The Oil Shales Company, which in March Mr. Sumner said wanted to rob his company by their operations, was according to his version on Tuesday, entitled to great credit for what it had done for mineral development. Premier Hazen called for cheers for Mr. Sumner and he was voted a jolly good fellow all round. Things may be expected to run smoothly once more, at any rate till the government again crosses Mr. Sumner.

As The Halifax Echo remarks, about the most absorbing subject in the columns of any newspaper at the present time is the coming contest between Mr. Jeffries and Mr. Johnson. From now until some days after the event takes place it will draw the attention of more readers than any other one subject in any newspaper. Men are interested in it who are not "sporting men," so called, and who might be least expected to have a bent that way. On the morning of July 5th, it will be the first matter turned to the newspaper by nine out of ten readers. That is the justification of The Mail and all other newspapers for devoting so much space to a matter which is, probably, regarded altogether out of proportion to its importance.

Ex-Judge Doherty of Montreal, is accompanying Mr. Borden on his tour of Ontario, which means that he has supplanted Foster as the chief Tory lieutenant.

In introducing him to the public as Foster's successor, A. C. McDonald, M. P., described him as "a man of absolute integrity and honesty." Under the circumstances the remark sounds somewhat invidious.

It seems that Solicitor General McLeod did not see fit to accompany his colleagues of the government on their recent trip to the Albert County oil fields. The reason is not far to seek. Mr. Slipp, M. P. P., was one of the party, and he did not have to butt in either; he had a special invitation from the Premier.

### HUDSON BAY ROUTE WILL BE SURVEYED BY GOVERNMENT EXPERT

Ottawa, June 15—The Canadian government steamer Stanley will start next week for Hudson Bay with two parties sent out to make hydrographic surveys at Port Nelson and Fort Churchill. The report of these surveyors will determine the choice of the port which is to be the deep water terminus of the Hudson Bay railroad, the first contract of which will shortly be let by the Canadian government.

W. J. Stewart, head of the Canadian hydrographic survey, will have charge of the work, which will be divided between two parties, one under H. B. Pariseau, and the other under A. A. G. Buchand, both of whom are now in the service of Canada. One party will be assigned to Churchill and the other to Nelson.

As the approach to Nelson will have to be charted for some ten or fifteen miles out, owing to the presence of sand bars, a schooner has been secured at Halifax and will at once be sent in for the use of this party. The work at Fort Churchill does not require soundings so far from shore, and the survey party at this point will make its base of operations on land and work from small boats and launches.

It is expected that the surveys of these ports will be completed this summer. The work of charting Hudson Bay and Hudson Straits will be undertaken later. A special steamer will have to be secured for this part of the work.

### DR. C. R. FRASER WEDDED AT WINDSOR

Windsor, N.S., June 15—The Episcopal church at Brooklyn, Hants county, was magnificently decorated today with an abundance of evergreen, ferns and flowers for the marriage this afternoon of one of its members, Miss Janie R. Stevens, daughter of Mr. William Stevens and Dr. C. F. Fraser, superintendent of the School for the Blind, Halifax. After so many rainy days the beautiful sunshine is particularly welcome for this happy and important event in the pretty little village. The bride is very popular among her home friends and also in Halifax, where for fourteen years she held the position of secretary of the Blind School and

## INTERNATIONAL MISSIONARY CONFERENCE

Edinburgh June 15—A warning to the Christian Churches of the world that a decisive hour for missions had come was given in the report of the commission on "Carrying the Gospel to all the non-Christian world," presented today to the international missionary conference here.

The commission says that opportunities which have been neglected in the past are the reproach of the church. The church in Christian lands says the report, needs energizing that it may carry on the work. The commission urged that an international committee be formed and that a great movement to carry Christianity into every region with increased force be undertaken.

The report expresses the conviction that the present is the time of all times, "for the church to undertake with quickened loyalty and sufficient forces to make Christ known to all the non-Christian worlds."

"It is an opportune time" says the commission, "never before has the Christian church faced such a combination of opportunities among both primitive and cultured peoples."

"It is a testing time for the church if it neglects to meet successfully the present world crisis by failing to discharge its responsibility to the whole world, it will weaken its power both in the home and foreign fields, and seriously handicap its mission to the coming generation. Nothing less than the adequacy of Christianity as a world religion is on trial."

"The utter inadequacy of the present missionary force to discharge effectively the duty of world-wide evangelization is evident. There should be nothing less than a vast enlargement in the number of qualified workers, a thorough and courageous adaptation of means and methods to meet the situation, a wise unification in plans and forces, and a whole-hearted fulfilling of the conditions of spiritual power."

Turning its attention to fields on which the church should concentrate attention and effort, the commission reports that in China there is an unique opportunity fraught with far-reaching issues for the future of China and for all Christendom. The advance of Islam in Equatorial Africa presents the question, the report says, whether the dark continent shall become Mohammedan or Christian. India and the Mohammedan Empire as a whole, particularly Turkey in Asia are pointed out as other large fields for effort.

The church is urged to extend its missionary work as soon as possible to all fields not now occupied, such as Tibet, Afghanistan and many other parts of Asia and Africa. The various missionary organizations are advised to get into close touch with each other's methods. The formation of an international committee to take up consideration of the question is urged on the conference.

### NEW YORK MERCHANT SUES SUFFRAGETTES FOR \$50,000 FOR INTERFERING

New York, June 14—Mrs. O. H. I. Belmont, Miss Inez Milholland and other well known suffrage leaders were made defendants in a suit filed in the United States circuit today in behalf of A. Sitomer, a shirt waist manufacturer, who claims he was driven out of business by the recent strike of shirt waist makers, and asks \$50,000 damages from the suffragettes who gave moral and financial support to the strike.

He alleges that aiding the strikers amounted to conspiracy in restraint of trade under the Sherman anti-trust law, and that he is entitled to triple damages, as the act prescribes. The Women's Trade Union League and Waist Makers' Union are named as co-defendants.

It will be recalled that Mrs. Belmont and Miss Milholland took a prominent part in the strike several months ago.

Mr. W. A. Ewing, K.C., of St. John is stopping at the Queen.  
Mr. John E. Sayre of St. John is today a guest at the Queen.

was beloved by the staff and pupils. The bride was unattended. Rev. J. H. C. Wade, the rector, performed the ceremony, after which the wedding party and guests went to the bride's home where a reception was held, only the immediate relatives being present. In the house decorations apple and hawthorn blossoms predominated. The bride wore a travelling costume of golden brown silk and tulle hat. Dr. and Mrs. Fraser drove to Windsor, where the old friends of his native town will give him a hearty welcome. After a short wedding trip to western towns in the province, Dr. and Mrs. Fraser will reside at Halifax.

(The bridegroom is a brother-in-law of Mr. H. G. Fenety of this city and has many friends here.)

## INQUEST ON BODY OF MONTREAL HERALD TRAGEDY VICTIMS

Montreal, June 15—A dramatic scene was witnessed at the coroner's inquest into the Herald building disaster, when Architect J. S. Archibald, who had certified as to the safety of the building to bear the fatal tank, completely broke down while giving his evidence.

Mr. Archibald stated that he had prepared plans for the alteration of the building when the Herald went in, in 1905, especially with regard to the preparations to strengthen the building for the overhead tank which on Monday plunged through the building, causing its destruction and the loss of thirty-two lives.

While explaining the disposition of the building and his work thereon, Mr. Archibald became completely unnerved at the extent of the catastrophe, and his apparent share in it, and broke down, having to sit down for some minutes before he was able to continue his testimony.

After he had recovered the architect stated that he had examined the tank several times since it was put up and was convinced that it was properly constructed. He considered that something in the building must have given way to precipitate the tank through the roof, but he could not give any definite idea as to the exact cause.

After the jury had viewed the charred remnants of those who had been taken out of the ruins and heard preliminary evidence, the inquest was adjourned until Friday morning.

Orders were given permitting the removal and interment of all bodies that should be properly identified. This is proving a difficult matter, as most of the remains are burned and mutilated past any recognition, unless some metal trinkets or other similar things can be found, which will enable a guess as to their identity.

Work has been going on all day at the ruins, where a large force of laborers has replaced the firemen and policemen who started the excavations.

Eight more bodies were dug out today, making a total of eighteen, of whom sixteen so far have been identified, two remaining with nothing left by which even a guess at their identity could be had.

It has now been definitely ascertained that thirty-two people were killed in the disaster, all the missing having been either traced or found to be amongst the dead. There are therefore fourteen bodies still buried in the wreckage, and work is being actively carried on all right in search of these.

### JEFFRIES ANXIOUS FOR DAY TO COME

Ben Lomond, Cal., June 15—Jeffries, on coming in from his road jaunt said he wished the fight was next Friday instead of July 4th. Again he declared that he is in the very pink of condition and reiterated his statement of a few days ago that if he is beaten in the coming fight he will have no excuse to offer. This appears to be the opinion of the camp generally, and all who have seen Jeffries in the last few days. Walter Monahan, a former sparring partner of the big fighter, who has been watching Jeffries steady improvement, declares he is as fit for this fight as for any in his career. Moreover, he believes Jeffries is faster than ever and that his skill with the gloves has increased. Monahan, who has seen much of Jeffries since his retirement from the ring discredits the story that Jeffries has not taken good care of himself. I'll bet he has taken far better care of himself than the average man, said Monahan. Word is being passed along here that Tom Flanagan, Johnson's new manager is coming to Ben Lomond to see Jeffries work. The reports have it that Flanagan's visit will be in the interest of several Canadian papers he represents, but really that he will be acting as a scout for Johnson to secure a first hand report on the boiler maker for the negro champion.

### MAN THROWN FROM TRAIN

Toronto, June 14—Coroner Singer is investigating the death of Lambro Fillet, a Macedonian who is alleged to have been thrown of a train near Waterdown while on his way to Toronto to have an injured foot attended to. It is alleged that while doing some construction work he let a rail fall on his foot, crushing it.

He was sent to Toronto in charge of another Macedonian. Neither of the two men could understand English and although Fillet had a ticket he did not know what the conductor said to him when he addressed him. It is said that the conductor put Fillet off the train before it stopped and that he fell and fatally hurt his chest. After picking himself up, he is said to have tramped back to the construction camp, several miles, in his injured condition. He was brought to Toronto and was taken to Grace Hospital where he died on Saturday.

June 7, 1910

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