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The Daily Mail

THE WEATHER.
Maritime — Fresh to strong
southerly winds, rain, followed
by clearing in the Bay of Fundy
district.

VOL. XVI NO. 111

FREDERICTON, N. B. THURSDAY MAY 9 1912

TWO CENTS PER COPY

Sir Thomas Tait May Succeed Judge Mabree

**Name of Well Known Railway Expert is
Mentioned in Connection with Vacant
Position of Chairman of the Board of
Railway Commissioners---Was a Visitor
to Ottawa Yesterday---Many Other
Names Mentioned--Pathetic Incident at
Judge Mabree's Funeral**

Ottawa, Ont., May 9—While it is anticipated that the appointment of a successor to Judge Mabree, on the railway commission will not be made in any hurry, possibly not for a month, the list of probable candidates is growing large.

Many of the rumors so far, have connected various politicians with the position, but it is quite likely that the appreciated work carried on so successfully by the late chairman, may necessitate a departure from the political routine. There is every indication that the government regard the matter as beyond the field of politics and are looking for a big man for the big position.

The latest name to receive mention, and one of the most probable, is that of Sir Thomas J. Tait, well known in Canada and for several years, chairman of the Victoria State Railway Commission in Australia.

He was in Ottawa yesterday, and it seems likely, that the matter has been discussed.

The actual decision however, awaits the return of the Minister of Railways.

PATHETIC INCIDENT

Port Rowan, Ont., May 9—Tramping doggedly along the dusty country roads even within a few feet of the

hearse, the most heart-striking figure in the funeral procession yesterday, of the late Judge Mabree, chairman of the Railway Board, was the little colored porter of the dead commissioner's private car. The little porter idolized his "Boss."

When the Chief Commissioner was stricken the porter haunted the corridor of the hospital, when the news of death came, he collapsed.

On Tuesday night, he was taken to St. Michael's Hospital suffering from nervous prostration, but yesterday he appeared at the union station eager to follow the dead commissioner's remains to their last resting place.

At Port Rowan he took his place behind the funeral carriage, and walked along regardless of the dust, and the rough footing, although almost in a state of collapse.

The service over the gathering began to file past the casket. The last one had stepped away, and the attendants had started to close the top, when the little porter moved forward hesitatingly.

He stood before the casket for a moment, then began to cry in a silent manner, some one led him away, and as he neared the door, he began to sway and would have fallen, but for a kindly arm.

He followed the remains to the graveside and stayed until the end.

McBRIDE ON THE NAVY

**Premier of B. C. a
Speaker at Dinner
of the Canadian
Club**

**Is Confident that there will be an
Active and Efficient Canadian
Navy**

London May 9—Hon. Richard McBride, premier of British Columbia was an outstanding figure last night at the Canada Club dinner and responding to the toast of "The Dominion," referred to the wonderful success the Duke of Connaught was achieving. He contributed an interesting quota to the Canadian Naval discussion.

"We have," he said assurance from Mr. Borden, that the government proposes to take up this question at once, and to deal with it effectively. We in British Columbia are reminded day by day, of all that a navy means.

"I have confidence that when the premier proposes as he will shortly a strong policy, making for an active and efficient Canadian navy he will have the entire Dominion behind him. One is very much encouraged to believe that there will be results, and quickly too when one has watched the earnest and splendid fashion in which first Lord of the Admiralty Churchill has discharged the duties of his office

MR. JOHN T. RUNDLE GETS BIG DAMAGES

(Special to The Mail)

St. John, May 9—In the circuit court this morning Judge Landry gave judgment in favor of the plaintiff in the case of John T. Rundle vs. O. S. Patton and R. B. Chapin. The action was brought to recover a commission promised on the sale of property of the William Richards Company. The plaintiff was awarded \$15,000, and interest from Jan. 1906, making a total of \$19,687.50.

Hon. Frank Cochrane, Minister of Railways and party arrived here this morning and are being shown the I. C. R. terminal facilities. They leave for Halifax tomorrow.

RULES MAY BE AMENDED

Minneapolis, May 9—Scores of memorials are pouring into the general conference of the Methodist Episcopal Church in session here and probably before the final adjournment will appear before the conference for final action. Far in the lead is that relating to the famous paragraph 260 of the Church discipline which prohibits dancing, card playing and kindred amusements. That this section will be amended at the present session to leave the question to the conscience of the individual member is the belief of many of the delegates. That there is a "suffragette movement" in the church has been shown by the introduction of a memorial which asks that a woman be licensed to preach. A number of years ago a rule was adopted forbidding ordaining of a woman minister but it is probable that the question will be discussed at the present session.

BALFOUR'S SUBMARINE TRIP

London, May 9—Right Hon. Arthur J. Balfour, the former prime minister, who has already experienced the delights of flying by making a trip in an aeroplane, at the Pendon Aviation Grounds, tried a trip in a submarine yesterday. He went under in the "D" 3 and after the dip, expressed himself as very much pleased with under-water evolutions.

THE QUEBEC ELECTIONS

**Sharp Fight Being
Waged in Every
Constituency of
Province**

**Nationalist Members of the Borden
Cabinet and Hon. Rodolphe Le-
mieux Taking Active Part**

Montreal, May 8—Official nominations were made today for the provincial elections to be held next Wednesday. In two constituencies, Gaspe and the Magdalen Islands, the polling will not take place till two weeks later, but in Gaspe the nominations were made today. From returns at present at hand, it seems that there will be no nomination by acclamation.

In Terrebonne there is no government candidate, but Camille Demartigny is opposing Jean Prevost, the present member, both running as Conservatives. Mr. Prevost is also running in L'Assomption.

Sir Lomer Gouin, the premier, has undertaken to carry St. John's as well as his own constituency, Portneuf. Armand Lavergne, the young Nationalist and Henri Bourassa's right hand man when the latter was in the Quebec assembly, is contesting both Montmorency and Montmagny.

In Arthabaska, Arthur Gilbert, the Nationalist, who carried the division in a federal by-election but who failed to keep it last September, is running as an opposition candidate.

Several labor candidates and independents are in the field, especially in the cities.

The campaign promises to be an interesting one. The government is seeking return to power on the ground of its progressive policy, especially in regard to education, good roads and public improvements, while the opposition attacks it on the ground of extravagance and wasteful expenditure in the carrying out of its policies. It is also claimed that Montreal has not sufficient autonomy and is too much under the rule of the legislature. Montreal pays half the revenue of the province and has a third of the entire population.

The federal ministers from this province are participating in the campaigning on behalf of the opposition, while Rodolphe Lemieux is among the strongest fighters on the government side.

CONTRACTS FOR VALLEY RAILWAY AWARDED

**Quebec Contracting Co. Gets Central
Section--Corbets on Lower and
Kennedy & McDonald on Upper**

Mr. Ross Thompson, chief engineer of the St. John and Quebec Railway announced today that last evening he had completed contracts for the construction of the line from Centreville to Rothesay. The awards are as follows:

Rothsay to Fredericton, James H. Corbett & Sons, Incorporated, 66 miles.

Fredericton to Woodstock, Quebec Contracting Company, 61.5 miles.

Woodstock to Centreville, Kennedy & McDonald, 25 miles.

The contract of Messrs Corbett calls for work on their section only between Fredericton and Gagetown, the section between Gagetown and Rothesay not going to be constructed for some time after the other. Work on the sections is to begin next week. Kennedy & McDonald and the Quebec Contracting Company will work from Woodstock and that Company and the Corbett firm will work from Fredericton.

The location survey on the Woodstock-Centreville section will be completed in about a fortnight. That of the Woodstock-Fredericton section is now completed. Of the remaining section twenty-five miles east of Fredericton has been located. South of Gagetown the freshet has compelled the postponement of the survey, but it will be completed within a month.

The Quebec Contracting Company has for its vice-president Major G. H. Parke of Quebec, who is now in

England Leads in Race For Aerial Supremacy

**SUGGESTS A
COMPROMISE**

**Wm. O'Brien, M. P.,
Says there Should
be Consultation
over Home Rule**

**Second Reading of the Bill Expected
Tonight--Public Taking Little In-
terest in the Debate**

London, May 9—William O'Brien leader of the Independent Nationalists in a letter to the news asks whether the country has not materials for a friendly consultation and a rational compromise on the home rule question.

Pointing out what he regards as indications in this direction. Mr. O'Brien says that while nobody on the ministerial side now laughs at Ulster's discontent, no Ulster leader has yet pledged himself to resist any settlement arrived at, with the understanding that it has the approval of England.

The public is taking small interest in the home rule debate. Strong whips are out for the second reading tonight, which it is expected will be taken before midnight. Considerable curiosity has been aroused in the course of the debate, during the second reading, over questions put to the opposition by Mr. Churchill, Sir Edward Grey, and other ministers, as to whether they would agree to the home rule bill if Ulster were excluded.

This has been interpreted in some quarters, to mean that the government is inclined to consider an arrangement dealing with Ulster separately.

Belfast, Ireland, May 8—The drilling of the members of the Unionist clubs in Ulster has at length attracted the serious attention of the government.

The lord lieutenant's office in Dublin has made a requisition to the authorities for an immediate return of the names of all officers and non-commissioned officers active or retired who are engaged in drilling the

(Continued on page four.)

AMERICAN EXODUS TO WESTERN CANADA

Ottawa, May 8—The "American invasion" of the Canadian West continues in increased numbers and it is expected that the total immigration from the United States will this year reach 170,000, as compared with 133,000 in 1911.

PERSONAL

Mr. H. E. O. McInerney of St. John, arrived in the city last night.

Mr. T. Mc. McElroy of St. John, is at the Barker House.

Mr. C. F. Rogers of Woodstock, is registered at the Barker House.

Mr. George T. Wilson of London, Eng., is at the Queen.

Lady Tupper is seriously ill at her home, The Mount, Bexley Heath, Kent, Eng., and members of her family have been called to her bedside. Sir Herbert Tupper sailed from New York by the Lusitania on Friday and Stuart Tupper is also leaving for England.

Hon. W. S. Fielding, returning from England by the Empress of Ireland, this week, is accompanied by his widowed daughter, Mrs. K. N. Macfee.

HOME WITH BRIDE.

Mr. H. J. Walker with his bride, has arrived home from Sydney, N. S. They are making their home with Mr. and Mrs. Joseph Walker.

The city. Major Parke is a son-in-law of Mr. R. D. Wilmet, ex-M.P. for Sunbury.

**Birdmen Gave Wonderful Exhibition at
Naval Review Yesterday in the Presence
of His Majesty the King--Commander
Samson Made Successful Flights from
the Water--Graham White also Per-
formed a Remarkable Stunt--Wonder-
ful New Aeroplane**

(Canadian Press.)

New York, May 9—A London cable says: King George reached Weymouth Bay on board the Royal Yacht, early yesterday, amid thunderous salutes from the great fleet, but fog caused the cancellation of the days manoeuvres.

The King visited the submarine aboard with Mr. Churchill, and Mr. Balfour, for an hour's trip and watched the torpedo practice, but he was most deeply interested in the flights of the aeroplanes and hydroplanes.

In a thick fog commander Samson rose from the water at Portland, yesterday morning, and flew in his famous Lavel hydroplane at a speed of thirty miles an hour, for sixty minutes. He went to meet the Royal Yacht.

The fog broke momentarily when he was one thousand feet above her, so the King could just see him. He alighted with ease in the broken water, after flying around the fleet.

Commander Gerrard ascended at Lodmoor naval flying grounds, a few minutes after Commander Samson went up from Portland. He used a neuport monoplane, and rose to a height of 3,000 feet, trying to get above the fog.

He passed right over the fleet and flew for more than one hour. Then Lieut. Gregory flew for seventy minutes in a short biplane fitted with floats. He passed over the Royal Yacht at an altitude 1,500 feet descending at the Naval aviators landing place, at Portland.

Lieut. Longmore, flew for fifty minutes in a deperdussin monoplane which has been fitted with floats in case of a fall to the sea.

Mr. Graham White rose in his biplane monoplane at twenty minutes to 3 p. m. and circled the entire fleet and the towns of Plymouth and Portland. He circled the Royal Yacht twice.

The great events of the day came after three o'clock when Commander

Samson in his hydroplane, rose from the water and flew very high, descending 500 yards from the royal yacht. He carried a passenger and a letter to the King. Both were taken off from the hydroplane as it rested in the water, with the engine stopped and conveyed to the royal yacht by a picket boat.

Lieut. Gregory, in a biplane fitted with floats, then passed over the harbor and the royal yacht. When it was deemed safe, he threw his passenger, a lump of metal weighing 300 pounds, into the water inside the breakwater from an altitude of 400 feet, causing a tremendous splash. He then swooped down upon a submerged submarine and alighted in the water a few feet from it, causing the sailors on board the nearest battleship to cry out in alarm. A passenger in the biplane could obviously have sunk the submarine with an exploding missile.

After the naval aviators finished their display, Mr. Graham White gave a wonderful exhibition of flying. He flew out around the various warships so near as to be scarcely above the level of their decks, demonstrating his supreme skill in controlling his machine.

Another London cable despatch this morning says:

When Englishmen read in their morning papers today of a wonderful new machine, aeroplane and hydroplane, which has been invented by their countrymen, acquired by the navy and shown at the naval review by King George in Weymouth Bay, the news seemed too good to be true.

The reports however, were not exaggerated and it is now declared that Great Britain has the most remarkable and satisfactory machine of its kind in the world, that other powers have been left behind in the race for aerial supremacy and that the British water plane has already performed feats completely altering conditions possible in naval warfare.

(Continued on page five)

PRELIMINARY REPORT ON TITANIC FUND

New York, May 9—A preliminary report of the work done thus far in administering Mayor Gaynor's Titanic Relief Fund shows that the Red Cross committee has distributed \$18,500 to survivors, and has set aside \$35,000 more as a fund for temporary support of families, which were deprived of their bread-winners.

Fifteen bodies brought from Halifax have been buried and in all about 350 applications have been taken under question. Every mail brings applications, while from foreign consulates come still more, indicating calls upon the fund not only from this country, but from Syria, Sweden, Australia, Germany, France and the United Kingdom.

Only two bogus claims have thus far been discovered and both of these were made by persons of unsound mind.

VALUABLE PRIZES OFFERED

London, May 9—Ten thousand pounds sterling, will be offered in Bixley prizes this year, of which the King's £1,645, Queen Mary's £480, and the Prince of Wales' £250, are the principal trophies.

The Queen Mary prize is a new addition ranking next the King's in value, and precedence.

UMPIRE CRITICALLY ILL

New York, N. Y., May 9—Time Hurst, the referee and umpire is critically ill today, with pneumonia.

MANY CASUALTIES ON AMERICAN ROADS

Washington, May 9—Two hundred and forty two persons were killed, and 4,706 were injured in train wrecks in the United States during the quarter ended December 31st, 1911, according to the accident bulletin issued yesterday by the Inter-State Commerce Commission.

This an increase of six in the number killed, and increase of 977 in the number injured, as compared with the corresponding quarter of 1910.

AVIATOR MAKES PROPHECY

London, May 9—Mr. A. Roe, one of the best known aviators in England, makes the startling prophecy in the daily Mirror this morning, that the hydroplane of the future, will carry one thousand passengers and revolutionize aviation travel. He says the speed obtainable will be enormous exceeding one hundred and fifty miles an hour, and as the hydroplane will soon be as safe as any human invention can be, it will do away with seasickness.

WHITE STAR CO. PAID CLAIM

London, May 9—The first compensation claim in connection with the Titanic disaster, was made at Liverpool by a bedroom steward's widow in behalf of herself and five children. The company admitted liability yesterday and paid £1,500 into the court, the maximum amount for which the company will be liable.

Mr. George F. Miller of St. John, is at the Queen.

IMPORTANT EVIDENCE BROUGHT OUT AT TITANIC ENQUIRY

London, May 9—Evidence that the doors of four watertight bulkheads had been opened after having been closed from the Bridge was introduced today at the British wreck Commission inquiry into the loss of the White Star Steamer Titanic. This was done according to Thomas Dillen of the Engineer staff in order that the engineer crew might reach the pumps. The order came from the Chief Engineer though the attorney for the White Star people told the court that these doors having once been shut could not be again opened except by being released from the bridge. The conduct of J. Bruce Ismay, managing director of the International Mercantile Marine after the casualty was mentioned for the first time during the British investigation and was described by James Johnson, a steward as having been exemplary. Johnson who left the ship in No 2 emergency boat, a small dingy was asked why there were not more women in the boat. He replied they would not get into it. Mr. Ismay, the witness said, tried to induce the women to enter the dingy but they refused where upon he escorted them to larger boats. "He did everything an Englishman could do," Johnson added. The witness said that the stewards also tried to get the women to abandon the ship and take to the boats, they would not. Stores for the lifeboats were brought up from below but nobody took the trouble to put them into the boats. Johnson was closely examined on the point of why his boat had not returned to the scene faster when its occupants heard cries for help. He replied that the officer in charge had asked the women if they would return but the women decided against this course and the officer took their advice. Under the existing weather conditions the boat would have held five or six more persons Johnson testified. Thomas Dillen of the engineers staff gave rather surprising evidence of the working of the watertight bulkheads.

A FORMER HALIFAX BANKER IS DEAD

Halifax, N. S., May 9—News has been received here of the death at Amesbury, Mass., of Mr. George McLean, a well known resident of this city. He was seventy eight years of age and was at one time cashier of the Merchants Bank at Halifax, now the Royal Bank of Canada.

FORMER M. P. DEAD

From Syracuse, N. Y., comes the news of the death on Saturday last of Francis Wayland Glen at the advanced age of seventy-five years. Mr. Glen formerly represented the old riding of South Ontario in the Dominion Parliament. He was a successful Liberal candidate in the general election of 1878, which closed the regime of Hon. Alexander Mackenzie, and was re-elected in 1882. He retired from politics and moved to the States some years ago.