

## The Daily Mail

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Fredericton, N. B., Oct. 31, 1911

## A CANADIAN NAVY

The Ottawa Journal, Conservative, edited by Mr. P. D. Ross, a close personal friend of Premier Borden, came out recently with a significant editorial advocating a Canadian navy as the only permanent and wise solution of the naval question.

The Journal, after disclaiming any official inspiration for its statement of what should be the government's policy, says in part:

"The Montreal Star desires, in its customary vociferous manner, to have Mr. Borden present two Dreadnoughts to England. The Hamilton Herald wants to see Canada giving an annual money contribution towards the British navy. The Journal prefers the establishment of a Canadian navy. We have never seen reason to change this view.

"The Montreal Star's proposition of giving Dreadnoughts is well enough if that step would not interfere with some definite naval policy by Canada, but it likely would, and no temporary measure, however interesting and efficient, should be allowed to hinder a definite, resolute and continuous policy of co-operation by Canada in the naval assurance of the Empire. The Hamilton Herald's idea is the worst of all.

"May we ask what particular effeminacy characterizes this country that to undertake a direct naval responsibility is unwise? Are we not fit to rank in national effort with Argentina, or Chili, or China, or Denmark, or Belgium? What's the matter with us? Is the breed here inferior to that in Australia or New Zealand? We have constructed the greatest railways in the world, and the greatest canals; we have in forty years welded half a continent of sparse, feeble provinces into a strong nation. What mysterious disability prevents us building warships? Extravagance, is it argued? Graft? Corruption? Nonsense. There will be no more of either than there has been about the rest of our nation-building, which on the whole has been a mighty good job.

"It is true that some time must elapse before a Canadian navy can be an efficient factor in imperial defence. But so must some time elapse before anything that Canada could do would be an efficient factor in imperial defence. Possibly money sent to the British admiralty would be, for a while, more effective in seapower than direct Canadian expenditures. But as such, money subsidy would not mean Canadian national education, nor Canadian industries, nor Canadian crews or training, nor Canadian pride. It would speedily be an infinitely poorer thing for the Empire. Canada's motto should not be either gifts or tribute. It should be co-operation upon a basis of national self-respect, self-confidence and self-effort. These things a Canadian navy mean."

## BAD BUSINESS, BAD POLICY

In the course of his article on Reciprocity, in the current number of the Contemporary Review, Mr. C. E. Mallet former member of the British House of Commons, and some time professor of history at Oxford a synopsis of whose article we have already printed says:

"Canada of course is blessed by nature above most countries in the world. She has a vast extent of fertile land, capable of producing more wheat per acre than any of her rivals. She has noble forests, rich stores of minerals, abundant fish. She can command, at a few days' distance, the markets both of the East and of the West. She has Europe on one side, China and Japan on the other and at her door eighty millions of people with the same language and habits as herself, and separated from her only by a tariff wall. Between these great markets she has had to choose, and of late years she has undoubtedly tried with vigor and persistence to push her trade both East and West and to make herself independent of the American people. She has built canals and railways with that object. She has utilized finance and policy and sentiment to emphasize



minutes is all the time required for brewing Red Rose Tea; and the result is a beverage of matchless flavor and satisfying strength. The verdict of your family will be that



"this trend of trade. And yet all the while, many of her statesmen have realized that if she were free to follow the laws of nature and geography her trade would flow from South to North and North to South. It is difficult to prevent free intercourse between men who live on either side of the imaginary line, and producers of food and raw materials. It is the old choice between regulation and freedom. For the Canadian to turn their backs on the American markets may, no doubt, tend to increase their sales in England, and to keep them aloof from the United States. But for them at any rate, it can hardly be denied that THIS CHOICE IS BAD BUSINESS AND BAD BUSINESS SELDOM PROVES TO BE GOOD POLICY IN THE END."

Hamilton Spectator: It is for us to see that these combinations, unfriendly to the people, are not permitted to gain a footing in this country, which is as yet reasonably free from them. Through the King act or other legislation, if that act is found to be insufficient, the Borden Administration has in its power to keep Canada free, and prevent trust burdens from being placed upon the people. It should make haste to exercise that power.

One of the canvasses used by the Tories at the recent election was that reciprocity would allow Australian mutton to enter Canada free of duty and thus put our own farmers out of business. Now we have the announcement in an Ottawa despatch that the Borden government will endeavor to have our trade with Australia placed on a reciprocal basis. Great is Toryism!

Woodstock Sentinel-Review: Whatever the explanation may be, the fact of the relative decline of the rural population is one that ought to receive the attention of the serious-minded statesman. There must be something seriously wrong when such conditions as are revealed by the census prevail in a country so young as Canada is, and with such agricultural possibilities.

The last batch of Kings counsel appointed by the Hazen government included about every Tory lawyer in the province qualified by length of service with the exception of Mr. John R. Dunn. As the recognized leader of the Queens County bar, Mr. Dunn's services should not have been overlooked.

CARELESSNESS CAUSED  
WRECK AT SACKVILLE

(Continued from page one)

which was burned beyond recognition, only the truck remaining, was found in the wreck by Driver Price, who up to this time had felt pleased that no one had been killed. His discovery of Melanson's charred body was a rude awakening.

Considerable damage was done to the rolling stock, a car of flour was demolished, a man burned up, and an engine badly damaged. Only the iron frame was left of the van.

## INQUEST TODAY.

Coroner Baird empaneled a jury and will begin the inquest at Sackville tomorrow. Melanson's remains were brought to Moncton and will be buried Wednesday. Deceased left a wife and three small children. He was thirty-seven years old and a son of A. Melanson, Joggins Mines, and had been on the road eighteen years.

FOUR SEVERELY HURT  
WHEN CARS CRASHED

Grand Falls, N. B., Oct. 29.—Four persons were badly hurt and four others barely escaped serious injury when two autos collided two miles north of this town about three o'clock this afternoon. The injured are:

Max Boulvier, of Presque Isle, head hurt and had a bad shaking up.  
Mr. and Mrs. Harmon, of Presque Isle, each with two ribs broken.  
John Bubar, of Fort Fairfield, concussion of the brain.

The accident was due to a mix-up as to the proper way to turn out on the road. Boulvier with his wife and Mr. and Mrs. Harmon were on their way to Grand Falls and Bubar with Mr. and Mrs. Rogers and unknown young woman, were approaching Grand Falls. One of the drivers properly turned out, but the other did not, confusion followed, and the cars collided.

The speed of each car had been reduced to about eight miles an hour when they struck. The occupants of Boulvier's car were thrown heavily on the ground, and immediately the car fire and was burned. Boulvier was dazed and was pulled from beneath his car.

Dr. B. A. Puddington arrived with his car shortly and rushed the injured to Colwell's hospital. Drs. P. C. Laporte and C. A. Guay were also called. It was found that Bubar, the driver of one car, was suffering from concussion of the brain, but is expected to recover.

Boulvier was badly shaken up, but it is believed no bones were broken.

Boulvier's car is practically a complete wreck while the front of Bubar's car was badly battered and with one axle sprung.

None of the injured could be removed from the hospital tonight.

## ANOTHER ACCOUNT

Grand Falls, N. B., Oct. 29.—Two Maine autos met in head-on collision this afternoon about 2 p. m. on the VanBuren road, at short distance from here, and the driver of one of the cars, John Bubar, of Fort Fairfield, was seriously injured about the head. Miss Teresa Rogers, in the same car, sustained severe injury to her ankle.

The four occupants of the other car escaped with minor injuries with the exception of Mrs. Harmon, who had two ribs fractured. Immediately after the compact both cars caught fire, which was extinguished only after considerable effort of the crowd which gathered.

Being not far from the boundary line, the drivers of the autos when approaching each other at a fair rate of speed suddenly became confused as to which side of the road they should take to pass, and the conclusion resulted.

The injured were immediately taken to the hospital here and are being attended by the local physicians.

## THE STOCK MARKET

New York, Oct. 31.—The stock market opening was quiet but firm. There was little interest by Commission house and as room traders were nearly all bearish it might fairly be concluded that buying came from the larger interests and was either accumulation or manipulation of a bullish suit.

Amalgamated Copper opened at an overnight gain of 1/2 but American Smelting was practically unchanged. The denial obtained from Department of Justice that a suit had been prepared against Smelting and Refining Company and was not sufficiently explicit to satisfy the street, the belief prevailing that while the government was not yet ready to start proceedings it was moving in that direction.

Quotations from direct private wires of J. M. Robinson & Sons, Bankers, St. John, N. B., members of Montreal Stock Exchange

	Open	Noon
Copper .....	51 1/2	51 1/2
Atchison .....	106 1/2	106 1/2
Smelters .....	60 1/2	60 1/2
Brooklyn .....	74 1/2	74 1/2
C.P.R. ....	235	235 1/2
Great Northern .....	124 1/2	124 1/2
Northern Pacific .....	117	117
Reg'd .....	138 1/2	138 1/2
Penna .....	122 1/2	122 1/2
Union .....	162 1/2	162 1/2
U.S. Steel .....	63 1/2	53 1/2
Southern Pacific .....	109	109
Virginia .....	47	46 1/2

## MONTREAL MORNING SALES

Bank of Commerce—2 @ 240; 40 @ 240.
Royal Bank—5 @ 240.
Merchants Bank—1 @ 197.
Bank of Commerce—4 @ 207.
Eastern Townships Bank—5 @ 174 1/2.
Molson's Bank—1 @ 206.
Bank of Toronto—81 @ 203.
Canners—50 @ 67.
Bell Telephone Rights—130 @ 74.
Cement, Com.—400 @ 31; 75 @ 30 1/2.
125 @ 30 1/2, 80 @ 30 1/2, 25 @ 30 1/2.
Steel of Canada, 10 @ 32 1/2, 125 @ 32 1/2, 15 @ 33, 75 @ 33 1/2.
C.P.R., 450 @ 235, 25 @ 235 1/2, 50 @ 235 1/2.
Crown Reserve, 100 @ 291.
Woods, 5 @ 143.
Winnipeg Street, 70 @ 250.
Canada Car, 20 @ 102.
Laurentide Paper, 70 @ 145.
Rio, 25 @ 116, 100 @ 116 1/2, 500 @ 117, 50 @ 117 1/2.
Mexican, 150 @ 90, 75 @ 90 1/2, 450 @ 91.
Ottawa Power, 50 @ 145.
Iron, 15 @ 58.

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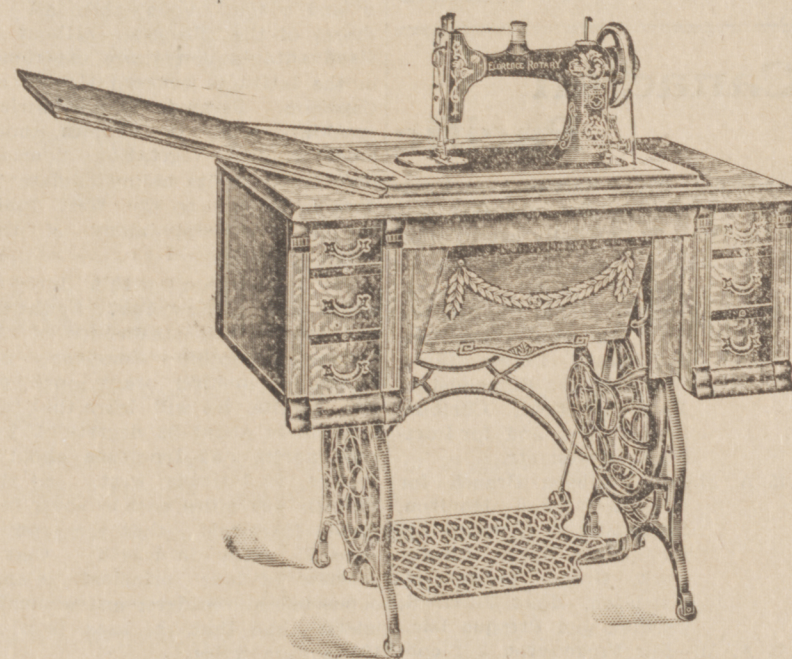
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CANADIANS USE MORE  
LIQUOR AND TOBACCO

Ottawa, Oct. 29.—Canada's consumption of liquors and tobacco shows a marked increase for the past fiscal year.

The per capita consumption of spirits was .859 gallons against .815 gallons in 1910; that of beer was 5.434 gallons as against 5.276 gallons and that of wine was .104 gallons against .097 gallons, while the tobacco used grew from 2,340 pounds per capita to 3,011 pounds.

The total quantity of tobacco smoked was 18,903,322 pounds, against 17,961,279 pounds in 1910 and 17,217,710 pounds in 1909.

The cigarettes smoked reach the enormous total of 585,935,370, against 451,095,138 in 1910 and 356,756,130 in 1909.