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**AN IMPORTANT DECISION.**  
 A test case before the Court of King's Bench in London on the question of liability for loss caused by the disaster to the Titanic rather than a year ago, has recently been decided against the owners, the White Star Company. A Irish farmer, who claimed damages for the loss of his son, has been awarded \$500 as compensation. Two similar awards had been given in the court below and compensation in each case had been deferred by the plea put forward by the company that it was not responsible for damages.

Similar claims have been put forward in the United States but have not yet been settled and the decision of the court in London was naturally awaited with considerable interest. Commenting on the result the Boston Transcript gives a review of the case which is worth noting. It states that the company contended that the conditions printed on the passenger tickets which it issued exempted it from liability for loss by a passenger, even though the loss were caused through negligence of the company's servants. "Now the negligence of its servants," this journal continues, "is legally the negligence of the company, and the plea of non-liability for any result of negligence because of a disavowal of liability on the ticket was both petty and preposterous. The obligations and responsibilities of transportation companies or common carriers are clearly defined by statute and regulated by the spirit of a 'common law' that makes equity supreme. It avails a company nothing to print on its tickets a notice equivalent to an assertion that it thereby puts itself beyond the reach of the law. Such a ticket may deceive some ill-informed passenger, but when it is brought into court the law vindicates its authority in the administration of justice, entirely regardless of the ticket trick. The White Star Company said on its tickets that it would not be responsible for any loss, even if caused by its negligence; but the King's Bench Court holds it responsible and makes it pay."  
 In the United States District Court at New York in October last the company presented a petition for the limitation of damages arising from the loss of the Titanic to the sum of \$91,805, though at that time claims in excess of \$1,000,000 had been filed. The plea was that certain Federal statutes limited the liability of a shipowner for the loss of property to the value of the property salvaged, plus the amount obtained for freight and passenger transportation. Nothing was saved from the Titanic but four lifeboats, and the value of these added to the amount received for freight and passenger fares made up the sum to which the company wished to limit its liability. "It is about time," is the Transcript's comment, "that the question was decided. That it will be equitably decided there is no reason to doubt. American justice will not fall behind English justice."

**MORE MISREPRESENTATIONS.**  
 In the Canadian Magazine for July appears an article on the "naval controversy in Canada," which is not an impartial review of the question. It consists mainly of misstatements and false conclusions such as are constantly appearing in the Opposition press. It is, therefore, not surprising that Mr. Pugsley's organ, the Telegraph publishes this article as an attempt to criticize Mr. Borden. After briefly discussing the recent action of the Senate the writer passes on to refer to the Naval Aid Bill. "There does not seem," he writes, "to be any anxiety on the part of the Dominion Government to accept the challenge of the Senate and submit the issue to the people. Either the emergency is not so urgent as Canadians were led to believe or Mr. Borden has not been able to impose the conditions which he suggested when in England might be the subject of negotiations between the Dominion and British governments."  
 These statements and conclusions are in part merely an echo of an inspired despatch sent out recently by the Liberal machine at Ottawa. Obviously there is no need for immediate action by the Government. The writer omits to refer to the statement of Mr. Winston Churchill, on June 6th, that in consequence of the rejection of the Naval Aid Bill by the Senate "His Majesty's Government have determined to advance the construction of the three contract ships of this year's programme, and orders have been issued by the Admiralty which will ensure their being begun at the earliest possible date, instead of March next." Mr. Borden made his position clear when he stated that as those ships to be constructed "are of the same character and strength and value as those which we proposed and are to be for the same purpose, namely, that of the common defence of our Empire, it is the intention of the Government if it re-

**DIARY OF EVENTS**

**HISTORIC DAYS IN CANADA**

**THE FRANCHISE BILL.**

After long and violent opposition, the Macdonald ministry won a victory in Parliament by passing the Franchise Bill twenty-eight years ago today. One of the features of this measure was the extension of the right of suffrage to the Indians of all the Provinces, with the exception of Columbia and the Northwest Territory. The bill also contained a clause by which the property qualification for the suffrage in some of the elder Provinces was increased. Defenders of the measure declared that it granted simple justice to the red man, while the Opposition denounced it as intended to uphold the government by the ballots of an ignorant people, living on reservation lands, the majority of agents who would seek to enlist the votes of their wards to perpetuate the party in power. The verbal warfare over this and other provisions of the act was waged bitterly, and when the bill was passed on the Fourth of July, the Opposition twisted the ministry with satirical references to the "bad use" to which the anniversary of American Independence had been put.

**CHARLES ROSS.**

Charles Ross, whose name recalls many thrilling exploits in western Indian warfare, was born at Orange, New South Wales, Scotland, fifty-six years ago today. He was educated in California, and entered the service of the United States Army as a scout, taking part in several engagements with the Redskins. In the last Riel rebellion he was chief of scouts for Col. Otter's column, and by his gallantry won several medals in the despatches. For eight years he served in the Northwest Mounted Police, in 1884 he went to South Africa, where he served in Roberts' Horse and in command of a squadron under Gen. Hutton, winning a decoration.

**THE PASSING DAY**

**THE SAILOR WHO WAS KING.**

White kings of South Sea Islands are favorite characters in fiction, but there have been several such in real life. Perhaps the most famous of the Pacific Islands was Captain Benjamin S. Osborn. He was the son of a South Sea trader, and was born on the brig Gazelle seventy-four years ago today. July 1839, "at eight bells in the morning watch," as the log testified. His youth was spent on the sea, and he was a sailor, a trader, and the Pacific Islands. Osborn peregrinated a prosperous trader in sandal wood, beche-de-mer, and birds' nests and sharks' fins for the Chinese market. Encounters with savages, some of them cannibals, were not infrequent, but he led his life as tame and uninteresting, and longed for the excitement of civilization, of which he had read. The ambition to return to the white man's world was eclipsed by a greater passion when he met a dusky girl, the daughter of an island king, with whom he immediately fell in love. The girl returned his affection, and the monarch was willing that they should wed, but the 18-year-old lover feared his father's displeasure. He ran away into the hills, and remained there until his father, giving him up for lost, left the island. The marriage festival continued for over a week, and the king was so pleased with his new son-in-law that, as he had no son, he declared Osborn the crown prince and heir to the throne. Within three months the asid king died, and the white boy became the ruler of the savage kingdom. For three years the white youth and his dusky bride ruled the island as made a fortune out of the dramatic possibilities of the Stars and Stripes, will celebrate his thirty-fifth birthday today. George recently made farewell to that dear old Broadway which he has celebrated in song and melodrama, and declares that after a year on the road it will be back to Providence for him. "The man who made a million or more by waving a flag at psychological moments was born in Providence on the Fourth of July, 1878, and it is on a farm near the Rhode Island city that he expects to spend his declining years, with his family, surrounded by cattle, turkeys, chickens, cabbages, strawberry trees, and other flora and fauna. His father and mother and other and numerous Cohan's are also going to leave the great white streak and settle down on a farm. It is about twenty years ago that George started his stage career as a boy violinist, and since then he has done nearly everything in the amusement line from circus performer to singer, actor, composer, dramatist, producer, manager and theatre owner. He is reported to be worth several millions, more or less, and, as he has never been a wild and regardless spender, the report is probably true. Mr. Cohan believes that "Little Johnny Jones" is his dramatic masterpiece, but—well, there will be a lot of long Winter nights down on the farm, and George expects to spend them in writing "the great American comedy."

**OPHELIA'S SLATE**  
 BY DWG



**IN LIGHTER VEIN**

**The Aged Mare.**  
 About 500 years ago there lived in Ashelin, a little town in Asia Minor, an inn, or village parson, the Khoja Nasreddin Eddendi. Harry Charles Lukach says that one day a camel passed along the street in which the Khoja lived, and one of the Khoja's neighbors who had never seen a camel before ran to ask him what this strange beast might be. "Don't you know what this is?" said the Khoja, who also had never seen a camel, but would not betray his ignorance. "That is a hare a thousand years old."—Pall Mall Gazette.

**A Good Guess.**  
 Teacher—What is the derivation of the word lunatic?  
 Pupil—Luna, the moon, and er—er—atic, the upper story.

**The Paternal Dictionary.**  
 Tommy—What is a bumper crop?  
 Pa—A bumper crop, my son, is one that enables the farmer to buy a car to jump into people with.

**A Wise Bird.**  
 Purchaser—But this parrot doesn't talk.  
 Dealer—That's just why we charge extra for it.

**A Golden Stanza Adapted.**  
 The June bug has the golden wings,  
 The firefly has the flame,  
 The hobbie skirt can scarcely walk,  
 But she gets there just the same.

**Organic Advice.**  
 "You are too young to sing Juliet, my dear," said the great impresario. "Wait until you have lived and suffered."  
 "But perhaps I may never suffer."  
 "Yes, you will. Every prima donna suffers when she begins sneezing her 200 pounds into those girlish bodies."

**Progress.**  
 "Daughter, I asked the young man who was just talking with you whether he knew how to dance."  
 "Yes."  
 "He said he knew the holds, but not all the steps."

**Their Advantage.**  
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**MAY ORGANIZE A PROVINCIAL FEDERATION**

Plan to Unite Boards of in New Brunswick Have Big Results Interest Taken.

The organization of a Board of Trade, or Federal Board of Trade, of the province, among the matters which are attracting the attention of the St. John Board, Mr. Hoagland, in a letter to all the boards in the province, and to the towns of over 1,000 people, with a view to organizing the project. All over the States boards of trade and lodges are organized in similar federations for the purpose of co-operating to promote mutual interest.

If all the boards of trade of the province were to co-operate in the obtaining of desirable public works, the province as a whole would be accomplished, and the boards would get and agree to contribute to a fund on the basis of the contribution of the towns, a considerable amount, and an extensive advertising campaign undertaken which might be worked out in the advancement of New Brunswick. And there are many other things which might be worked out on an operative basis. When the men have occasion to approach the federal or local government regard to public enterprises, they would have greater influence in the name of a board than in the name of a board.

The local board of trade, if sufficient interest is to be organized a convention to consider the matter of forming a time Press Association which would be a great asset to the province, and an effort will be made to have delegates throughout the province, delegates at the same time would be possible a general session of the question of the development of the province, the enlisting of the provincial newspaper men in anything to be done.

**YACHT SMOKE WAS BADLY DAMAGED STEAMER HAD**

Pleasure Boat at River Run Down by River — Hole was T

As a result of a collision with the yacht Smoke, owned by Mr. Rothery, was considerably damaged. The yacht was tied to the bank, and the steamer Hampton, which was passing, struck the yacht and smashed the boiler, tearing away much of the work and rigging. The pad of the steamer also came in with the yacht and tore through the boiler.

The collision, it is understood, was caused by the steamer's wrong course. Instead of making land by going around the point, the yacht crossed the steamer's path, and the collision in doing so struck the boiler. Considerable money will be put to put the yacht in good

**KAISER'S YACHT DEFERRED**

Emperor William was a In the Kiel regatta. He heard his racing schooner twenty minutes past ten o'clock opening race for class A. The schooner was named the Hamburg, being bought by a syndicate of burg yachtmen; the new schooner Margharite, of design, by Charles E. Nicholson, owned by Mr. G. Cecil Williams, the German, owned by von Bohlen and Halbach. The Margharite showed superiority over the older yacht, but without the assistance of time allowance of sixty-eight minutes. The Emperor's yacht was closely around the course by man despatch boat Slesper accident.