

THE DAILY NEWS

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DAILY EDITION.

Wednesday, July 23, 1914

THE RECENT FRACAS
IN SEATTLE.

Those who have any regard for the maintenance of order and the advancement of civilization can read only with regret the account of the recent rioting in Seattle. The Socialists and Industrial Workers of the World appear to have been attacked without any special provocation by a crowd of which the leaders were uniformed members of the United States navy. The civic police, moreover, seem to have made no attempt to protect the goods of what is, after all, a large section of Seattle's citizens from the wrecking hands of the mob. The whole affair takes on the semblance of an officially tolerated onslaught on peaceful private citizens. And as it has been the general fate of new causes, whether good or bad, to flourish under persecution, such an occurrence as this is more likely to benefit the Industrial Workers than to weaken them to any material degree.

If the trouble had been started by the Industrial Workers themselves there might have been some excuse for the action of the rioters. There surely have been plenty of occasions when a plausible pretext for such a row offered, without blowing up a storm out of the calm in this fashion. The riot has been the worst kind of advertisement of the United States government and the best kind of advertisement for the syndicalists. Think of it! They are now able to cry themselves up as peaceful citizens outraged by the servants of the state. And what they say is true.

Howsoever little the general liking may be for the Industrial Workers of the World, it is only fair to tolerate them. This business of denying free speech to people with unpopular views is positively dangerous. The man's views may be frequently wrong, but they may be sometimes right. And when the unpopular view turns out to be the right view experience has shown that it is likely to be of such great value as to more than make up for the waste and damage done by the men preaching the worthless causes. Most great reforms and most great reformers have had trouble with the world and received nothing but reproaches from it for bumping it out of its rut. But the world, looking back long afterward, is thankful for the work done.

If, then, we still have any regard for human advancement and recognize that it is only likely to be obtained through the allowance to each of as great a share of liberty as is compatible with the like enjoyment of freedom by his neighbor, we must be willing to concede the right of free speech to reformers, however socialistic or anarchistic their opinions may be. For otherwise it might chance that there would be such a suppression of the public expression of opinion as could only cause political and moral stagnation. To Mayor Gotteril, who has always allowed the Socialists and Industrial Workers of the World to give addresses in the open air so long as they did not infringe the law, no blame, but praise, should be given. He acted in the spirit of liberty.



NEAGHA, THE AMERICAN YACHT.

Winner of the second race in the George cup series. The Nirvana, a Canadian yacht, won the first race on Monday.

STRINGENT FIRE REGULATIONS
ISSUED BY THE RAILWAY BOARD

COMMISSION TAKES GREATEST PRECAUTIONS TO PREVENT
FOREST FIRES ALONG THE RAILWAY LINES IN
BRITISH COLUMBIA.

Ottawa, July 21.—Even more stringent this year are the regulations designed to prevent forest fires along railway lines in British Columbia, for by an order just handed down by the railway commission, following a hearing early this month at which the commission of conservation for the province of British Columbia and the railway companies were represented. The order first provides for mesh netting guards over all smokestacks and fire boxes and requires the railway companies to keep inspectors, who must record the condition of these meshes every month and report to the commission's engineer.

The chief fire inspector will each year submit to the railway companies the measures which will be necessary for fire prevention and the railway companies are ordered to maintain from April to November forces of fire rangers in dangerous districts, these gangs to be under the supervision of the fire inspectors. Another new regulation compels engineers, under heavy penalty, to report by telegraph to the superintendent at any divisional point the existence of any fires near or upon the right of way, and if reasonably supposed that fire has been started through the fault of the railway the superintendent must order out all available section men and other regular employees in sufficient numbers to extinguish the fire. Instruction to this effect must be published in the operating orders book previous to April of each year. All engines on any division must burn nothing but oil fuel under conditions approved by the railway board. The latter can relieve the railway of any portion of the new regulation if it sees fit, but every railway can be penalized \$100 for each offence for failing to obey these regulations.

Tom Hewlett Dies in Ottawa

Ottawa, July 18.—When Parliament reassembles, the familiar face of Tom Hewlett, who for the past thirty-five years has done duty as guardian of the Conservative rooms in the House of Commons, will be missed by legislators on both sides of the House. His death occurred yesterday at the capital. He was 65 years old.

Tramp—Good morning, lady. I thought perhaps I might be able to get a bite here.

Mrs. Snapp—Certainly not!

Tramp—Oh! then I am laboring under a mistake.

Mrs. Snapp—It strikes me you never labor under any circumstances.—London Opinion.

12 Imported Tunics, this week only for \$18.75; regular price \$32.00 to \$50.00. See window at Demers.

Canal Contract Let.

Ottawa, July 19.—There was a brief meeting of the cabinet yesterday, the most important work performed being the letting of the contract for the first section of the Welland Canal. The job goes to the Dominion Dredging Company, the figure quoted being \$3,500,000.

On the Princess Sophia.

The steamer Princess Sophia arrived here yesterday afternoon at half past 5 o'clock with a big crowd of excursionists for the north and some passengers to Prince Rupert. Those coming here were: E. Bain, Joe Murphy, D. McPhail, W. F. Wakefield, W. Booth, H. Stein, Mr. Philpot, Mr. Wright, Mrs. Gaslen, Mrs. McNab.

Launch Alice B for hire. Telephone Green 391, Davis' Float.

NAAS VALLEY RESOURCES

Route for Railway Presents No Engineering Difficulties.

H. S. Irwin, district forester, after spending a week over in the Naas valley, accompanied by W. A. Boulton, local fire warden, has returned to his headquarters at Prince Rupert. Mr. Irwin is in charge of the timber resources of an immense territory, embracing both the constituencies of Skeena and Atlin, and is practically in the field throughout the open season. Of his trip to the upper waters of the Naas river he was most enthusiastic. "While I have no data regarding climatic conditions, I should judge from the growth of the natural grasses and wild berries that the soil is splendid, both on the bench and bottom lands, for mixed farming. I saw some large hay meadows on our trip. For the purpose of railway construction the route along the Naas river presents no obstacles for economical construction," he said in reply to a query if the land was adapted for settlement.—Portland Canal Miner.

Mexican President Praised

London, July 19.—Unstinted praise of President Wilson's refusal to recognize the government of Provisional President Huerta of Mexico is voiced here today in the initial issue of The Mexican Revolution, published by Mexican constitutionalists. European countries are bitterly denounced for recognizing the Huerta government and Huerta is characterized as "a traitor and a bloody assassin."

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