

The St. John Standard

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 ST. JOHN, N. B., WEDNESDAY, MAY 21, 1913.

MR. BORDEN IN TORONTO.

Mr. Borden's speech in Toronto on Monday night was the climax in common sense, and will be so regarded by the people of Canada. It was a simple statement of the duty of Canada to the Empire. The speech and the man were synonymous for all that was logical. Mr. Borden effectively answered the criticism of the Opposition that the ships might not be manned by Canadians. There was not in the bill, he said, one syllable which prevented Canadians from serving on board them. On the contrary the Admiralty had definitely declared that increasing facilities would be provided for enabling Canadians to serve on each of these ships. He pointed out, however, that only seventeen per cent. of the officers and men of the North West Mounted Police are native born Canadians, and that eighty per cent. of the men serving in our permanent militia force were born in the British Isles. Moreover, the requisite training of officers, seamen and engineers, for the manning of battleships would require four to fifteen years, even if the men were immediately available.

Mr. Borden repeated that there were no private pledges in the Nationalists, and that Sir Wilfrid Laurier with the fact that one of the prominent Nationalists in the House of Commons had vied with him for the honor of moving the six months' bill. Sir Wilfrid had moved and the Nationalist had seconded the motion. The course the Senate may pursue in regard to the bill which is now before them, was not dwelt upon at length by the Premier. He offered no opinion in regard thereto, other than to say that there were many high-minded Liberals who are members of the Senate, who he did not believe would consent to be merely an echo of a discredited minority in the House of Commons whenever Sir Wilfrid Laurier pulled the string. He entirely declined to believe that their action would thus unworthily be controlled, and said that if he found to the contrary he would be prepared to declare that the Canadian Senate, as at present constituted, had thoroughly outlived its usefulness, and that an immediate remedy must be sought and found. The Senate, he said, was an important part of our constitutional machinery, but never could be above the Canadian people. The inference is possible from the Premier's remark that should the Senate defeat the Naval Bill, the Government will at once set about obtaining effective means which will prevent the blockading in future of important legislation.

THE SENATE AND THE NAVY.

The Montreal Gazette is not of the opinion that the Senate will demand itself by trying to destroy the Naval Bill by subterfuge, and rather thinks the majority of the Upper House realize too clearly that the measure has the support of the country to openly oppose it.

"Some who pretend," remarks the Gazette, "to speak with authority, say the Senate, after receiving and considering the Naval Bill, will pass it with an amendment to the effect that it shall not come into effect until it has been submitted to the people at the polls. For various reasons it can be hoped the statements in question are wrong. The duties of the Senate as a House of Parliament do not require it to take note of what the constituencies think or are presumed to think. The constituencies are directly represented in the House of Commons. For the Senate to say in regard to a bill sent to it, that the House of Commons did not rightly judge the feeling or views of the country and, therefore, that an appeal should be made to the constituencies would be something of an affront to the elected parliamentarians and would not make for good will between the Houses nor increase the respect the country should have for the appointed chamber. The bill to authorize measures for increasing the effective naval forces of the Empire should be dealt with by the Senate on its merits, as a means to an end in connection with the fulfillment of a national duty.

"If members of the Senate think there is no national duty resting on Canada in connection with sea defense, or if they think the Government's bill is not well designed to meet the situation, it is for them to declare themselves either in their speeches or by the presentation of amendments and for the majority of the chamber to pass upon the suggestions made. Parliament must abide by the acts of the majority of the Senators, and the country, though it may not approve, can respect those who take such a course. It will not respect men responsible for killing an important measure by a dodge that involves a shirking of responsibility unworthy of a legislative body. The

courageous way is the best way. If the majority of the Senate is determined against the measure it will do better for itself by imitating the courage of Sir Wilfrid Laurier in the House of Commons when he moved the six months' bill than by following the example of the minor opponents who offered dilatory and petty amendments designed to influence local sentiment against a measure of broad national policy. If the majority of the Senate is wise to its opposition, however, it will neither destroy the bill by subterfuge nor by open opposition. It should be true to its best ideals and make the Naval Bill law."

THE BANKING ACT.

Five important changes were made in the Bank Act yesterday as compared with the bill framed by the Banking and Commerce Committee. These were:

The prohibition against bank managers being in the insurance business was removed.

Banks must make an annual return to the Government in regard to their investments in real estate.

Bankers' liens on cattle or grain need not be registered.

The section in regard to the rate of interest is left as in the present act but banks must make quarterly returns as to the rates of interest and discount charged. The rate which banks can recover in court is fixed at seven per cent, as at present.

Banks need make no contribution to the note redemption fund as against notes issued for gold in central reserve, as these notes are secured dollar for dollar by gold.

These changes will do much to strengthen the confidence of the people in the capabilities of the banks to deal with depositors. The Bank Act has passed out of the House of Commons, practically, and there will not be much more discussion. The speedy progress of the bill through the House is as a tribute to the business methods of the Government and incidentally is a justification for closure.

NEW ZEALAND NAVAL POLICY.

A very interesting contribution to the discussion of Empire Defence was recently made by Colonel, the Hon. Calhoun James Allen, Minister of Defence, Finance and Education for New Zealand, in an address delivered before the Canadian Club of Vancouver. While Colonel Allen's address was largely an argument in favor of Canada, Australia and New Zealand uniting in a common defence of the Pacific, he pointed out that when Australia and New Zealand recognized their duty of assuming a share in the naval defence of the Empire, they began, as the Government of Canada intends to begin, by offering immediate assistance to the general defence of the Empire. Commenting on the views expressed by the New Zealand Minister of Defence, the Vancouver News-Advertiser says:

"The robust and inspiring address of the New Zealand Minister of Finance and Defence evidently suited the temper and spirit of the Canadian Club audience. Colonel Allen claims that his country is the most patriotic of all the Overseas dominions. New Zealand certainly has a great record for true imperialism. Her offer of military assistance to the Empire in time of need was prompt and emphatic. Her representatives to Imperial Conferences have been among the strongest advocates of the closer union of the Empire. New Zealand and Australia have adopted a policy of universal military training. New Zealand is equipping an expeditionary force for service abroad if it should be necessary. While Canada is discussing the question whether her eight million people should contribute three Dreadnoughts for Imperial defence, New Zealand, with less than one million, has built her Dreadnought, and that ship is now a part of the Imperial navy. New Zealand has five naval forces of the Empire should be dealt with by the Senate on its merits, as a means to an end in connection with the fulfillment of a national duty.

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ush interests on the Pacific may best be protected by the co-operation of the three Dominions in the establishment of local units, Canada will accept her share of the responsibility. She will, moreover, have a splendid nucleus for her unit in the three Dreadnoughts now proposed.

"The question of Imperial naval strategy cannot be settled in off-hand discussion. As Colonel Allen says, there will in any case be only one navy. The situation may be such three or four years hence that a large number of the British battleships will be found in Pacific waters. It is only a matter of a few weeks' steaming to make a Pacific fleet out of a Mediterranean squadron, or to shift an Australian unit to the North Sea. Whether Canada shall be a partner of Australia and New Zealand in a more special and close sense than she will be a partner of Great Britain is a question not to be settled now. Great Britain is nearer to New Zealand. She is as much concerned in protecting our Pacific coast as Australia can be. We do not sacrifice our autonomy by co-operating with Great Britain than with our sister Dominions. It is enough for the present to be sure that we shall work all together and all for the common cause."

PREPARING FOR PUBLIC PLAYGROUND IN WEST END

Public Works Department Employees Now Engaged at Square, near Carleton City Hall—To Improve Tilley Sq.

Com. Agar paid a visit to the West Side yesterday afternoon to inspect the work going on there under the control of his department. Men employed grading off a portion of the square near the old Carleton City Hall for the purpose of getting it ready for the establishment of a neighborhood playground. The square at the head of Rodney Slip has been cleaned up and is being got ready for seed. A considerable amount of repairs will be made to the streets and sidewalks on the West Side this summer, if the money holds out.

Tilley Square will be improved in appearance, and it is the hope of the commissioners that the boys of the West Side will show more consideration for the grass there this summer than last. When band concerts were given there last year there was a good deal of skylarking, and the green covering of the square was somewhat damaged. It is said St. John is becoming a big city, and that it is no longer good form to dance on the village green, or enjoy yourself after the fashion of other times.

OPPOSE AMENDMENT TO JUVENILE'S ACT

Special to The Standard. Ottawa, May 20.—A deputation from the Children's Aid Society of Ottawa interviewed the Minister of Justice today in opposition to the bill now before parliament amending the Juvenile Delinquents Act to allow a magistrate to commit to jail a refractory boy or fourteen years of age, from an industrial school. Hon. Mr. Doherty expressed some sympathy with the object of the deputation, and the bill may not pass this session.

PERSONAL.

Mr. and Mrs. Ward C. Hazen are guests at Mrs. Fleming's, Hazen street, until they go to their summer cottage at Duck Cove.

The Earl and Countess of Ashburnham will be passengers to England on the C. P. R. S. S. Empress of Ireland, sailing from Quebec on May 29.

J. B. Duggan, secretary for agriculture, passed through the city last night to Fredericton.

George B. Jones, M. L. A. for Kings, was a guest at the Victoria Hotel yesterday.

E. P. Goodwin, of Ottawa, is registered at the Royal.

J. C. Earle, of this city, has returned after a prolonged trip through the west.

Dr. Smith and Miss Florence Smith, of Halifax, left last night on an extended trip to the Pacific coast.

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OPHELIA'S SLATE



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IN LIGHTER VEIN

He Knew.
 "You say that a straight line is not the shortest distance between two points?" exclaimed the Grouch. "Why, you must be an idiot."
 "No, I'm not," replied the stranger. "I'm a taxi driver."—Cincinnati Enquirer.

Crafty.
 Old Gent—"Well, sonny, did you take your dog to the 'vet' next door to your house, as I suggested?"
 Boy—"Yes, sir."
 Old Gent—"And what did he say?"
 Boy—"He said 'Towner was suffering from nerves, so Sis had better give up playin' the pianer.'—Tit-Bits.

Valued Silk.
 Bessie—Mamma has gone downtown to buy some watered silk. What do they use watered silk for, anyway?
 Bobby—Dunno, but I guess they make bathing suits out of it.

Heard in a Store.
 "I want an absolutely reliable alarm clock."
 "We guarantee these, madam."
 "Gun metal, isn't it?"
 "Yes, madam—sure to go off."

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We would greatly enjoy one, but as many of our students come from long distances and are anxious to be ready for situations as soon as possible, our classes will be continued without interruption.

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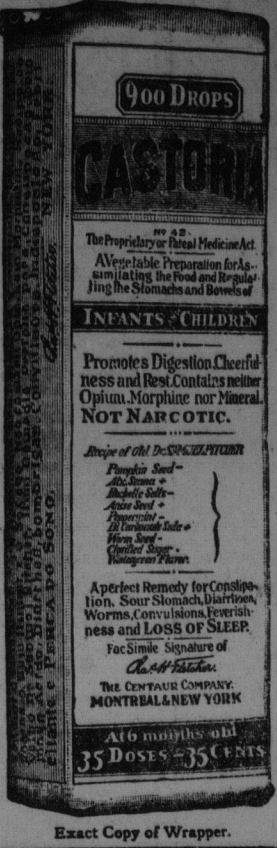
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SUPPLEMENTARY BUDGET

Continued From Page One.

I. C. R. Votes.

The sum of \$756,000 is appropriated for capital account on the Intercolonial as follows:

Bathurst—New station, \$8,000.
 Bridges—To strengthen, further amount required, \$38,000.

Diversion of line between North Sydney and Lett's Creek, \$100,000.
 Halifax—Electrical equipment for charging electric lighted cars—\$2,500.

Installation of block system in connection with operation—\$140,000.
 Installation of telephone system in connection with operation—\$60,000.

Moncton—Elimination of level crossings and grades, \$100,000.
 Moncton—Furnishings for office buildings, revote, \$5,500.

Moncton—Installation of cork roofing, \$26,000.
 Pugwash—Spur line, Pugwash Harbour, \$28,000.

River du Loup—To increase accommodation at revote, \$1,500.
 St. John—Spur line to Courtenay Bay, \$135,000.

To increase accommodation and facilities along the line—further amount required, \$45,500.
 Capital expenditures on the P. E. I. Railway are \$1,500 for a branch line from Harmony to Elmira, a revote, \$6,400 for increased accommodation and facilities along the line.

The votes for public buildings in New Brunswick aggregate \$147,700:
 Buctouche—Public building, \$1,000.

Fredericton—New public building, further amount required, \$30,000.
 Hampton—Public building, further amount required, \$5,000.

Sackville—Public building, further amount required, \$10,000.
 Shediac—Public building, further amount required, \$10,000.

St. George—Public building, further amount required, \$5,000.
 St. John—New post office, further amount required, \$70,000.

St. John Dominion buildings—improvements, repairs, etc., further amount required, \$12,000.
 St. Stephen—Public building: wiring for electric lighting, etc. \$700.

Sussex public building—improvements \$1000.
 Those for P. E. I. are \$2300 for Dominion buildings in Charlottetown and a revote of \$6000 for a public building at Tignish.

Harbors and Rivers.
 Harbors and rivers in New Brunswick aggregate \$234,130:

Bass River—Wharf \$2000.
 Bathurst Harbor—Improvement \$50,000.

Chance Harbor—Improvements to wharf \$850.
 Chocolate Cove, Deer Island—Wharf extension and dredging \$29,000.

Cocagne—Wharf \$9500.
 Dalhousie—Breakwater \$2380.
 Grandique—Extension of wharf \$1500.

Gooseberry Cove—Completion of wharf \$3400.
 Goose Creek Harbor—Breakwater \$4000.

Lefang—Repairs to wharf—Revote \$700—\$1200.
 Little Dipper Harbor—Breakwater \$12,500.

Miscou—Close piling wharf \$1000.
 Newcastle—Wharf \$10,000.
 Portage River—To construct breakwater and breastworks \$2000.

Quaco—Reconstruction of dam, \$2400.
 Richibucto—Wharf improvements—revote—\$1500.

River St. John and Tributaries—Construction of wharf in tidal waters—further amount required \$15,200.
 Shediac Island—Wharf \$3300.

St. Marys—Wharf enlargement and repair \$1200.
 St. John Harbor—Extension of Negro Point Breakwater to Partridge Island \$50,000.

Shippegan—Perry landing \$1800.
 Spinney's Point—Wharf \$2000.
 Stonehaven—Wharf \$1200.

Taboussac—Wharf repairs \$500.
 Tracadie—To construct breakwater and breastworks \$5000.
 Welsh's Cove, Mac's Bay—Breakwater \$15,500.

Woodbury's Cove—Wharf \$2400.
 Woodward's Cove—Breakwater \$12,000.

Prince Edward Island.
 Harbors and rivers will get \$117,600:

Belle River—Beach protection works \$4000.
 Cardigan—Extension and reconstruction of ferry wharf \$10,000.

Charlottetown Harbor—\$25,000.
 French River—Wharf \$10,000.
 Little Sande Breakwater \$13,500.

McAulay's Shore Pile—\$10,000.
 North Lake—Beach Harbor \$24,000.
 North Lake—Bridge—Wharf \$10,000.

Rocky Point—Wharf \$10,000.
 West River—(McEachern's)—Reconstruction of wharf \$4,500.
 Wood Islands—Extension of breakwater \$7,500.

Telegraph Lines.
 Telegraph lines in Nova Scotia will get \$4,150 in revotes. In Cape Breton Cape Negro Island and Seal Island.

P. E. I. gets \$17,000 for half cost reconstruction of telegraph lines jointly owned by the government and the Anglo-American Telegraph Company and \$45,000 for improvements in telegraph and telephone service. The Chatham, Esquimaux and Point St. Line in New Brunswick gets \$900.

Mail and Steamship Votes.
 The mail subsidies and steamship subsidies are \$464,600, including the ocean and mail service between Canada and Great Britain—further amount required \$400,000.

Steam service from the opening of the closing of navigation in 1913 between Gaspe Basin and Dalhousie, Campbellton, further amount required \$5,000.

Steam service or services between Canada and Newfoundland, further amount required \$20,000.

Steam service during the year 1913 between St. Stephen, N. B., St. Croix river points, Deer Island, Campbellton and the inner islands Passamaquoddy Bay and LeTete or Back Bay, further amount required \$20,000.

Steam service on the Petitcodiac river between Moncton and way port and a port or ports on the west coast of Cumberland county, \$20,000.

Steam service between St. John, Digby, Bear River and Clements \$1,000.