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ST. JOHN, N. B., MONDAY, AUGUST 26, 1912.

NEWFOUNDLAND AND IMPERIAL DEFENCE.

The strategic advantage possessed by Newfoundland, by reason of her geographical position, for the protection of the North Atlantic trade routes, and the importance of securing the co-operation of the Ancient Colony in any programme Canada may propose for Naval Defence, are interesting features of an article in the current issue of the Newfoundland Legislative Council. The outcome of the deliberations in which the Canadian Ministers have been engaged is being awaited with keen interest in the Oldest Colony, which looks for results from the Conference to demonstrate that the commanding position of the port of St. John's, as a naval base, will have to be recognized. The difficulty the Dominion may experience in manning her war ships is discussed, and Mr. McGrath puts forward reasons for the belief that the Newfoundland fishermen are particularly well fitted to supply any deficiency.

In referring to the undoubted strategic advantages which Newfoundland possesses, Mr. McGrath recalls that Canada has sought to induce the Colony to unite with the Dominion but that all schemes for federation have failed. The Mother Country has also shown anxiety that Newfoundland should become part of the Dominion for strategic purposes. In emphasizing this point he writes:

Today she (Newfoundland) is a separate territory, as distinct from Canada of the latter is from Australia, and possessing the same real measure of autonomy as either of them. While this continues Newfoundland must be a cause of trouble for the Motherland. She is the most valuable point in the New World, lying at the very mouth of the St. Lawrence, dominating Canada's ocean trade, and threatening her with commercial paralysis. If by some adverse change Newfoundland fell into the hands of the United States, it would be an unequalled disaster for Canada. Nowadays, when the nations are seeking joints in each other's armor, every naval and military consideration shows the possession of Newfoundland to be of the most vital importance.

The line of Mr. McGrath's argument that Newfoundland might fall into the hands of some foreign country is, of course, somewhat far fetched, as he would probably admit, but it serves to emphasize the fact that in many respects the Colony is the key to the North Atlantic situation. He gives further instructive evidence on this point by laying stress on Newfoundland being, geographically, "the half-way house of the Atlantic, for it thrusts itself out into the mid-ocean a full six hundred miles further towards Europe than any other part of this continent. It lies right along the track of the ocean steamers plying to and fro. Pastward it overshadows this great mass of shipping. Westward it controls the trade of the St. Lawrence. Nature intended it as a sentinel in these waters. Cape Race, its south-eastern extremity, is the great landfall of every ship which traverses the North Atlantic."

In presenting these facts Mr. McGrath holds no brief for federation with Canada. From what follows it is clear that he voices a sentiment in Newfoundland that in the extension of any scheme of Imperial Naval Defence the strategic position of the port of St. John's will have to be considered. His argument on this point is as follows:

Sixty miles from Cape Race lies St. John's, a landlocked port capable of being made one of the finest naval strongholds in the world. The entrance is through a cleft in the beetling cliffs, 500 feet wide, and has a fairway 40 feet deep. The hillsides are 200 feet above, and are crowned with old batteries which, in bygone days, rendered the place impregnable. These defences could be modernized, and made as effective as in the past. The harbor contains the largest dry dock in North America; larger, indeed, than that at Halifax, where the United States battleships have lately been docked. This structure is at the inner section of the port, and is screened by the hills from an enemy's shot, while the altitude of the hill batteries would enable them to direct such a plunging fire on the unprotected decks of cruisers approaching the land as to compel them to keep beyond effective range.

Such a port would be of immense value for a naval power in wartime, as a secure base whence a few swift commerce-destroyers could easily sail out and sweep the ocean for hundreds of miles, returning to harbor their prizes there, or to seek its friendly shelter, if pursued by a stronger enemy. These cruisers could make maritime enterprises impossible for the enemy, he could be hidden in scores of harbors along the coast when preparing for a dash out, and only visit St. John's when tending homewards. To enter the St. Lawrence or leave it, one must pass through either Bellefleur Strait on the north, or Cabot Strait on the south of Newfoundland, and as St. John's is about equidistant from the two searoads, a couple of vigilant guardships could absolutely prevent any mercantile traffic there.

These claims which Mr. McGrath puts forward on behalf of St. John's as a naval base carry much weight when it is considered that the undisputed control of the grain trade from Canada is of vital importance to Great Britain, and that all the grain which crosses the North Atlantic passes within sight of the island. He makes a further point by a reference to the fact that no less than ten cables connecting this Continent with Europe are landed on Newfoundland's shores, thus enabling warships in the vicinity to be fully informed of the doings of other fleets, or the movement of squadrons, or the plans for conveying merchant shipping. He contends that with St. John's as a base, the naval authorities could provoke new complications in mid-Atlantic, the results of which would materially alter the outlook in the theatre of war elsewhere.

Assuming as the outcome of the negotiations in London that Canada should decide to build ships on her own seaboard, Mr. McGrath believes the question will arise as to what class of men can be secured to man the vessels. He foresees a difficulty, and in support of his contention cites the case of the *Niobe* in the Atlantic and of the *Rainbow* on the Pacific. Both ships, he says, have caused trouble and the Canadian authorities have found it by no means an easy task to obtain men enough for these vessels. When the age and frequent infirmities of these two ships are considered not much weight can be attached to this phase of Mr. McGrath's argument. He goes on, however, to point out that fishermen in the Dominion,

and particularly in the Maritime Provinces, are today prosperous, comfortable and independent, and believes for this reason that "these are not the class among which Canada is likely to find a very marked enthusiasm for naval service." He also contends that Canada will not derive any substantial supply of naval seamen from her "blue-water merchant marine, because this at present is largely made up of Norwegian steamers with crews from the same country."

It should be noted that Mr. McGrath is dealing with a problematical situation and that the Canadian Naval Service of the future would probably offer greater inducements than he describes. The point at which he aims is, however, not without interest. Canada will vote within a year, and Newfoundland will man the ships. He has rather strong backing for his contention that the people of the Ancient Colony have proved themselves better adapted for naval service. He cites a case that "when fifteen years ago the British Admiralty took up the question of organizing Naval Reserves Overseas and studied carefully the relative merits of the Provincialists and the Newfoundlanders the result was that the idea of establishing such a force in Maritime Canada was abandoned, though it was carried out in Newfoundland and has proved quite satisfactory."

This successful experiment of an Overseas Naval Reserve, which was initiated in Newfoundland, is Mr. McGrath's strong argument in favor of the Ancient Colony co-operating by supplying men for service in the Canadian Navy. Experience, he says, has shown since the organization of the Reserves that besides the peculiar fitness of the Newfoundland fisher folk, the moderate scale of pay more nearly approached the British rates than those of the other Colonies and made the Reserves' stipend an acceptable item to the sea-faring population. Mr. McGrath is the writer of many informative articles dealing with Great Britain's Oldest Colony, and he holds a responsible position as a member of the Legislative Council. His review on Newfoundland's position in relation to Naval Defence is noteworthy as showing that the Ancient Colony is ready, if not with ships, with ports and with men to bear her share of the burden with the Mother Country.

VERMONT, THE WEATHER VANE.

Referring to the approaching Presidential election in the United States the London Free Press recalls that the State of Vermont which will record its vote within the next two weeks has in the past shown a remarkable gift of prophecy. Politicians who watch everything that may have the least bearing on the trend of party fortunes have come to regard Vermont as the nation's weather vane and to believe that as Vermont goes in its election of State officers so will the Republic go.

It is pointed out that only three times since 1850 has it failed that a Republican plurality of 50,000 votes for Governor of the State of Vermont has meant a Republican national victory. The exceptions have been in 1860 and in 1864 when Lincoln was elected and in 1876 when Tilden failed to land the Presidential chair though promised it by Vermont's results.

Some of the wiser observers are wondering if the old rule will work out this year when a new element has been brought forward by the secession of Roosevelt. Vain effect this will have upon the standard brand of Republicanism is a question that is likely to remain unanswered until the votes are all counted. In the meantime this old New England State will focus attention upon itself and perhaps once again show that it is still among the prophets.

EDUCATION IN INDIA.

A notable change in the system of education in India has been undertaken by the Government in a recent decision to devote more attention to primary education, which has hitherto been neglected in favor of the higher branches of learning. In the House of Commons, the other day, Mr. Montagu, Under-Secretary of State for India, outlined a scheme of reform which has been inaugurated. The total number of primary schools will ultimately be increased by 90,000, or 75 per cent., which will double the school-going population. The average expenditure on each primary school is about 100 rupees, and salaries of teachers, at present miserably insufficient, are to be increased.

In University education extensive reforms are contemplated in the way of developing residential universities, as opposed to the old system under which universities were little more than examination boards, and played no part in the formation of character. Such a university is shortly to be established at Dacca and others are projected at Benares and Rangoon. The ideal toward which the Indian is working is free and universal education, which, Mr. Montagu stated, "must come, as it has come in all other countries, but the time is not yet."

Current Comment

Opposition at Home.
(Hamilton Herald.)

The decision of the U. S. Congress to give American coastwise shipping free passage through the Panama Canal is not likely to prove popular in the States which border on the great lakes. Already the complaint is being made that the arrangement is unfair to these States and to the fresh-water cities. "It will draw trade from the centre of the country to its borders," says the Chicago Tribune; "traffic that would go through Chicago will pass through Panama." It would not be strange if strong moral arguments were advanced in the Western States against the violation of the Hay-Pauncefote treaty.

Transcendent Patriotism.
(Hamilton Spectator.)

If George Brown of the Toronto Globe were living today he would be ready to repeat his transcendent patriotism of half a century ago, and strike hands with some new Sir John Macdonald for a confederation of the self-governing Dominions within the British Empire the work over.

The Duty of Every Canadian.
(St. Thomas Times.)

Every true Canadian, be he Liberal or Conservative, should be patriotic enough to put country before party, and uphold any means by which the backbone of the British possessions—the Navy—may be strengthened for the general welfare and security of the Empire.

The Evidence.
(Toronto Star.)

London, Ontario, has raised the price of ice cream soda from five cents to ten. One way and another London seems bound to furnish evidence that she is a big city.

On the Fence.
(London Free Press.)

Sir Wilfrid Laurier plans to sit on the fence and await developments in the naval question. Still the opportunist, as ever.

Real Possibilism.
(Detroit Free Press.)

A real possibilist is one who imagines that if he had been made a baseball he'd be the one served up for Ty Cobb to hit.

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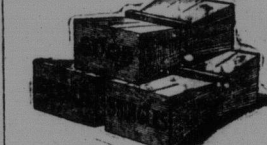
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NOVA SCOTIA LEAGUE

Special to The Standard.

Halifax, Aug. 25.—The Socials shattered the hopes of the Stellarton fans on Saturday when in the ninth inning of the game at Stellarton, Warwick landed out a home run with the bases full.

Up to the ninth inning the Socials were leading by one run, then Dolan got away on a single scoring later. Then with Thornton, Chisholm and Sullivan on bases, Warwick lifted the sphere over the fence resulting in four more runs, the final score being 9 to 3 in favor of the Socials.

One more of those incidents which are disgusting the fans in Pictou County, that of cursing and abusing the umpire, was pulled off during the game. Dolan used profane words in disputing Umpire Campbell's decision on strikes, with the result that Dolan was ordered from the game. The Socials threatened to take off the team if Dolan was removed. The Stellarton manager rather than return the money to the fans decided to let Dolan remain in the game. A number of the best supporters of the game in Pictou County left the grounds and went home. They felt that if an umpire had no control over a game that it was time the game was done away with.

In Halifax the Standards defeated the Westville team 2 to 1. It was a tie up to the ninth inning when the Standards put in the required one and captured the game.

SOUTH ATLANTIC LEAGUE.

Savannah, Aug. 24.—Four hits in 18 innings were all that were allowed here today by Henneschul, who pitched and won two games for Savannah against Columbus in the South Atlantic league. The visitors obtained two hits in each game. The score in the first game was 2 to 0, and in the second game 2 to 1. The teams are now tied for the league championship.

CAPITAL WELCOMES

DUKE OF CONNAUGHT

Continued from page one.

Branswick, we, the Executive Government, beg to offer to Your Royal Highness a most cordial and hearty welcome. It was with the most lively feelings of satisfaction that we heard of your intention to honor this province with an official visit; and it affords us the greatest possible pleasure to greet you in this formal manner. We desire at the same time to express to you, Sir, the profound and unfeigned sympathy and thankfulness with which we received the news of Her Royal Highness's happy recovery from her recent illness and to assure her through you of our deep respect and affectionate regard.

In presenting to you, as Governor-General of this Dominion, the undivided homage of a loyal and patriotic people, we are not unmindful of the fact that by the closest possible ties, you stand related, not only to the two illustrious Sovereigns whose glorious reigns were so rich in happy memories and enduring deeds, but also to that great and noble king to whom today the Empire owes a glad allegiance. We deem ourselves therefore, doubly honored in this gracious visit, and we beg to assure Your Royal Highness of our unflinching sympathy and loyal support. In common with the people of every province, we hailed with delight the news of your appointment as Governor-General, and we now gratefully recognize the wisdom and earnestness with which you have discharged the duties of your exalted office.

In conclusion, we beg Your Royal Highness to believe that the people of New Brunswick will be found ever ready to do all that in their power lies, not only to promote the peace and prosperity of this Dominion, but also to make more secure and strong those links of love and loyalty that bind us so closely to the British Crown.

HON. J. A. MURRAY,
President Executive Council.

The Duke's Reply.

To which His Royal Highness replied:

My Flemming and Gentlemen: I beg you to accept my very best thanks for the most cordial and loyal address which you have read on the part of the people of New Brunswick. I also thank you most sincerely on the part of the Duchess for your sympathetic reference to her recent illness and fortunate recovery.

It is a great pleasure to me to revisit New Brunswick after an absence of over forty years, and to see the signs of prosperity which are so noticeable on every side.

And I am glad to visit your capital where the elected representatives of the people have shown in their deliberations that the interests of the province are safe in their hands, and that they yield to none in energy and enterprise, nor in sense of duty to those who placed the direction of provincial affairs under their guidance.

Lieutenant Governor Wood then presented his cabinet, Premier Fleming, Attorney General Grimmer, Provincial Secretary McLeod, Commissioner for Agriculture Landry and Hon. John E. Wilson, being the members of the government present.

On the way to Frogmore the temporary government house, the Royal party passed under an arch which had been erected in front of St. Dunstan's Roman Catholic Church and clergy, women and children waved miniature flags and cheered as the Royal party drove past. Their Royal Highnesses bowed acknowledgments.

The Official Luncheon.

At Frogmore the official luncheon took place. Covers were laid for thirty-four, those present being as follows:

H. R. H. Duke of Connaught.
Princess Patricia.
Miss Pelley, lady-in-waiting to H. R. H. Duchess of Connaught.
Miss Adam, lady-in-waiting to Princess Patricia.
Lieutenant Governor Wood and Mrs. Wood.
Hon. J. K. Flemming and Mrs. Flemming.

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Hon. Jas. A. Murray and Mrs. Murray.

Chief Justice Barker and Mrs. Barker.

Mr. Justice Barry and Mrs. Barry.

Right Rev. Bishop of Fredericton.

His Grace Archbishop of Ottawa.

Major the Hon. Thomas Ashburnham and Hon. Mrs. Ashburnham.

Hon. F. P. Thompson and Miss Thompson.

O. S. Crockett, M. P., and Mrs. Crockett.

Hon. John E. Wilson.

Hon. Dr. Landry.

His Worship the Mayor and Mrs. Hooper.

Lieut. Col. Lowther.

Capt. Mulkey.

Hon. Lieut. Ramsay.

Col. H. H. McLean, A. D. C.

Major F. B. Black, A. D. C., and Mrs. Black.

Veterans On Duty.

After luncheon the Duke enjoyed an automobile ride to Wilnot park and the old government house and later attended a garden party given by Lieut.

Governor and Mrs. Wood. Between 500 and 600 people attended and all were presented to Their Royal Highnesses. While the Duke was at Frogmore, a guard of South African War veterans did sentry duty and the Duke spoke to them and asked regarding their service in South Africa.

The Royal party left by their special train over the C. P. R. at 8 o'clock on Saturday evening for Toronto. Military arrangements in connection with Their Royal Highnesses' departure, were curtailed at the wish of the Duke, and the large crowds who assembled at the C. P. R. station to give the Royal party a send-off, were disappointed. However, those at the lower end of the station had an opportunity to give cheers as the train pulled out and the Duke, who was wearing a tuxedo jacket, acknowledged the cheers from the rear car of the train.

William Downie, general superintendent of the Atlantic division of the C. P. R., was here with the Royal train, and personally took charge of the arrangements.

Particulars of the re-dedication services at Christ church cathedral which were attended by the Royal party, will be found on page 5.

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