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ST. JOHN, N. B., THURSDAY, OCTOBER 24, 1912.

THE MARGIN OF NAVAL POWER.

The Telegraph quotes with approval a recent state ment by Mr. J. Allen Baker, M. P., to the Toronto Globe, to the effect that Great Britain's strength in pre-Dreadnought ships is "overwhelming" as compared with Germany's. Accepting this statement, or professing to accept it, as an accurate description of the naval situation. Mr. Pugsley's organ joins the Globe in suggesting tha

than in Great Britain; but," it adds, "perhaps we shall know more when Mr. Borden shall have made public his policy and his reasons for it." An instructive example of facing both ways is thus presented; backing Sir Wilfrid Laurier's doctrine that there is no German menace in one breath and admitting in the next that Mr. Borden may possibly be fully justified in recommending an emergency contribution. This uncertainty, sitting on

the fence, must be very trying.

Mr. Baker who was born in Canada, represents East
Finsbury in the British House, and is well known for his
praiseworthy efforts in initiating and organizing the inpresseworthy efforts in initiating and organizing the interchange of visits between representatives of the Christian churches of Great Britain and Germany in the interests of international peace. That is no reason, however, why Mr. Baker should draw an inference from prepresentative of the British Breat tournament, but the authors of the report say that emphasis might rather be laid upon the port say that emphasis might rather be laid upon the fact that a dozen other nations were behind her. To be even third in such sensational company is no small honor. Olympic records were shattered every day, and in several cases world's records were beaten. British these was equal to the combined fleets of Europe. This was the pre-Dreadnought period to which Mr. Baker refers when Germany was slowly but steadily marching to was the pro-Dreadnought period to which Mr. Baker Feters when Germany was slowly but steadily marching towards the position she has now attained of a great naval Power, second only to Great Britain. Obviously the pre-Dreadnought British fleet far outnumbers the pre-Dreadnought fleet of Germany, but that will not meet

eaking at Hamilton, Ont., on Trafalgar Day, Admiral Kingsmill accurately defined the situation. He

"Nelson's victory established Great Britain as supreme upon the seas, but lately a new naval power had arisen and was ready to strike, and Britain must be prepared eventually to meet her. The Admiral spoke of the number of ships in the British Navy which were practically obsolete, while German ships

The first British Dreadnought was launched in 1906. It was a new type, an all-big-gun ship, and revolutionized naval construction. Eighteen months elapsed before Germany could find an "answer," which took the form of four ships of the Nassau class, slightly larger. Since that date Germany has made tremendous strides in her programme of naval construction. Any naval expert will admit that the naval battles of the future will be won, not with ships of the pre-Dreadnonght class, but with modern armored cruisers and battleships of the Dreadnought and super-Dreadnought type. It was a new type, an all-big-gun ship, and revolutionized naval construction. Eighteen months clapsed before Germany could find an "answer," which took the form of

won, not with snips of the prevantous that with modern armored cruisers and battleships of the Dreadnought and super-Dreadnought type.

Mr. Baker states that in pre-Dreadnought ships Germany has "no guns larger than eleven-inch ones." That is not the issue today. Here is Germany's latest reply

Berlin, Oct. 22.—Guns of 15-inch calibre, which will throw shells weighing 1,650 pounds, are to be mounted on the latest German super-Dreadnoughts, the Elsatz Weissenburg, Elsatz Kurffurest Friedrich, and an unnamed vessel at present denoted as "S," which are now being built at Kiel and Wilhelmshaven. The news comes in a roundabout way from naval quarters in Italy and Austria, but there is reason to believe it is accurate. The guns weigh 101 tons each, and are 62 feet long. It is stated also that the existing battleships, which are supposed to be armed with 12-inch weapons, really have guns of

At the end of the pre-Dreadnought period in 1906
Great Britain had 31 battleships in full commission to
Germany's 15, admittedly an overwhelming superiority.
At the present time Great Britain has 27 to Germany's 19,
or a superfority reduced to 42 per cent. In 1914 Great
Britain will have, according to the latest programme, 33
pattleships in full commission to Germany's 29, a superfority of less than 14 per cent. These figures throw some
additional light on Admiral Kingsmill's statement that a
new naval power has arisen and that her ships are "all
new."

There is nothing to be gained by quoting statements
Such as those made by Mr. Baker. The British Navy is At the end of the pre-Dreadnought period in 1906

There is nothing to be gained by quoting statements such as those made by Mr. Baker. The British Navy is still the greatest fighting force upon the seas, but it canpot be denied that owing to Germany's aggressive policy in naval construction in the last few years the margin of superiority has been reduced. Mr. Churchill practically admitted this fact in July when introducing the supplementary naval estimate. He said: "Cool, steady, methodical preparations prolonged over a succession of years can alone raise the margin of naval power." If it should be the policy of the Government of the Dominion to recommend an emergency contribution to increase the British fleet for the Empire's protection, the time is opportune. To the extent of Canada's contribution the margin of the Empire's naval power would be further increased.

Before it is too late let us record the interesting fact

THE PANAMA AND SUEZ CANALS.

Montreal to the corresponding coasts of Latin-America. From this it will be seen that the activity incident to the commissioning of this waterway is not confined to Europe, but is world-wide.

It has been recently announced that the Suez Canal will be deepened. This is not necessarily an indication of rivalry with the Panama Canal—though that consideration may enter into it—as of recognition of the increasing size of ships. The canal, which is now thirty-three feet deep, is to be deepened at once to thirty-six. This will not be a serious task, as there are no locks to enlarge and no rocks to deal with, but merely sand and mud to scoop or pump out with marine dredges. Of course the cost will cause no embarrassment, as the company already has profits larger than it knows what to do with.

The Suez Canal was originally made in 1869, only a fraction more than twenty-six feet deep. At that time there was not a mercantile vessel in the world, excepting only the unfortunate Great Eastern, of more than 5,000 tons; the White Star liner Britannic, in 1871, being the first to exceed those dimensions; and it was not until 1885 that plans were made for deepening the canal to about twenty-eight feet. By that time the Umbria and Etruria had been built, but still no ship had reached the ize of 10,000 tons, the first to pass that figure being the American City of Paris, in 1888. And, of course, the tessels which traversed the canal were smaller than

But if the growth of ships was slow in those years it has latterly become breathlessly rapid. The maximum was 5,000 in 1871, and 10,000 in 1888. In 1901 the Celtic passed 20,000, in 1907 the Luşitania exceeded 31,000, in 1910 appeared the Olympic of 45,000, and in 1911 the Hamburg line began the Imperator of 50,000 tons. Today there are more than a dozen vessels in actual service of more than 20,000 tons each in the world's mercantile fleets and there is no indication of a cessation of the progress, toward still larger, ships But if the growth of ships was slow in those years progress toward still larger ships.

REPORT ON OLYMPIC GAMES.

The official report of the British Olympic Council has athletes were good, but American and Swedish athletes were a shade better. For instance, Applegarth was under 22 seconds in the 200-metre race, but could only get third against a world's record-breaker. British representatives could do the half-mile in 1.56, but the \$800-metre race showed that there were eight men in Stockholm capable of beating 1.55.

The Council in its report makes the suggestion that for the part sames there should be one great imperial

for the next games there should be one great Imper team to represent Great Britain, made up of picked mer from the British Isles, Canada, Australia, South Africa nd other Dominions and possessions. It is pointed out mittee may decide to limit each competing nation to six candidates instead of the twelve now allowed. In that case it would be far better for the Dominions to continue the policy, adopted in past competitions, of sending separate entries. Thus, instead of half a dozen met representing the Empire there would be half a dozen representing the British Isles.

Current Comment

Free Drinking Cups.

(Calgary Herald.)

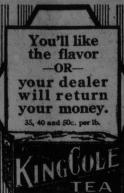
Travellers on railroads on this continent will be grateful for the decree of the Supreme Court of New Jersey upholding the decision of the Public Utilities Commission to the effect that wherever tanks or fountains of drinking water are provided there must also be provided free drinking cups. This is the outcome, and we may hope that it will prove to be the ending of the controversy which has raged ever since the law of 1911 for bade the use of common cups at drinking places and required the provision of separate individual cups.

Mission Station on Spion Kop.

Interest in Civic Affairs.

(Ottawa Journal.)

The organization of an Ottawa Civic Club at the Y.S.
M. C. A., to stimulate the interest of young men in civic affairs, is a sign that some citizens of the Capital are proceeding along the proper lines.



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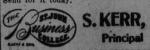


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pectacular Production of Standard Opera By Aborn **Opera Company**

Capacity Audience in Opera House Last Evening Enjoyed Splendid Rendering of Balfe's Popular Work

Balfe's timeful opera "The Bohemian Girl" has been produced in this city many times and under many different circumstances. It remained for the Aborn Opera Company, in the Opera House last evening to set a new standard for this work here, and one which, it is safe to say, will not be eclipsed for some time.

The Aborn Opera Company is probably the strongest aggregation producing standard opera which has visited St. John in the past decade. There are sixty people in the company and the production is equilpped with splendid scenery and accessories. Consequently the production furnishes a treat for the eye as well as the ear. In this connection the spectacular features of the production are especially pleasing, notably the fagiscene in the second act, and the interpolated ballet in the final act.

Of the company itself, it may be said that the choruses are large, well costumed in the picturesque garb which the locale and time permit, and are every one singers. In volume tone and precision the chorus numbers last evening compared more than favorably with the very best ensemble singing ever heard in St. John. Harmony is a strong point with the chorus of the Aborn Company and the forty voices blend with a strength and tone quality which is delightful.

High Class Organization.

The principals are of the standard of excellence which would be expected in an organization which has long stood for the best road productions of the standard works. It is to be eincerely regretted that St. John has not previously had the opportunity of listening to such a production, and music lovers will certainly join in the hope that now that the Aborn forces have been introduced to this territory they will make their appearance an annual event.

she masters the difficult upper se with an ease and control which of long study backed with great it ability. She was pleasing in rendition of "I Dreamt I Dwelt in ble Halls," which marked her appearance in the second act, she was particularly delightful in a quartette selection with Albright, Mr. Florian and Mr. er, in which the bird-like quality r upper notes was demonstrated manner which won hearty and merited applause.

Albright, who sang the role of typsey Queen, is a contraito a powerful resonant voice. Her ions were well sung, and the quality of her voice won many ers.

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Gondand is the "Devilshoof" of the production. He had no solos last evening, but in quartete and trio his fine bass was heard to distinct advantage.

Roy Pilcher, the tenor, was somewhat of a disappointment. His tones were true and fairly sweet, but he seemed to lack verve and expression. "Fair Land of Poland" than in the least weening. He was just recovering from a cold and his work tonight will probably show much improvement.

Excellent Sneciation.

rompt Attention Will be Given Your Orders for f mounted on a superb he from the babe in his arms dar up the path to the fastner mountains pursued by mounts. The second and third is spectacular in the way him the far arms in act.

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