

BLAME BRITISH STATESMEN FOR NAVAL INCREASE

Berlin Press Declares Enlarged Expenditure Due to Lloyd George's Bellicose Speech

Berlin, July 23.—German public opinion is neither disturbed nor irritated over yesterday's debate in the house of commons in London. The press generally seems satisfied with Germany's comparative position under the new order of things and praises the speech of Winston Churchill, first lord of the admiralty, as frank without the usual provocativeness. It criticizes, however, the attempt to throw the responsibility for increased armaments on Germany.

The Vorwärts Zeitung in commenting on the subject, points out that the increase in the German fleet was due to the tone of British statements during the Moroccan crisis, which compelled Germany to regard an increase in the German fleet as a commandment of self-preservation.

The Vorwärts Zeitung quotes Arthur J. Balfour's phrase in which he referred to the senseless competition in shipbuilding and said: "Who is responsible? It was not Germany that invented Dreadnoughts, super-Dreadnoughts and submarines."

ENJOYED TRIP IN SPITE OF WEATHER

Two Hundred Attended Excursion to St. Joseph's—Hospitality Received

The special excursion held by the Young Men's Society of St. Joseph yesterday to St. Joseph's University, was well patronized, it taking six special cars to convey the excursionists, numbering more than 200, to and from the busy college grounds. The rain during the greater part of the day interfered somewhat with the original programme but did not detract from the enjoyment of the trip, for an excellent informal programme was arranged and carried out, to the apparent satisfaction of all.

The excursionists returned to the city by a special train at 10 o'clock last evening. While the trip to and from the college were most pleasant, still the best feature of all, according to stories told on the arrival home last evening, was the reception accorded the excursionists by the college authorities and people of the city.

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CONC. REDUCES FERRY TOLLS FOR TEAMSTERS

Will Add to Department's Deficit—King Square Lights, Water and Sewerage Work

The city commissioners met again yesterday afternoon and finished up the business which should have come up on Monday. The chief matter before the board was the application of several firms from the west side for a five cent rate on single teams and ten cents for double teams and ten cents for double on the ferry. Commissioner Schofield recommended that the rate remain as at present but Commissioner McLellan's amendment that tickets in 500 and 1,000 lots sell for six cents and ten cents was rejected.

Commissioner McLellan, during the discussion, said that the "conditions in the ferry service are not as they should be."

And he added that the repairs to the Ludlow were steadily increasing. In 1909 the repair bill on the ferry steamer amounted to \$3,917, and in 1911 the repairs totalled \$8,004.

Mayor Frink, Commissioner Agar, McLellan, Schofield and Wigmore, with the common clerk attended the meeting.

King Square Lights.

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THE ONLY SOLUTION WAS TO LEAVE THE RATES AS THEY WERE AT PRESENT.

Commissioner McLellan appreciated attitude of Commissioner Schofield but he believed the rate for teams should be reduced as it just meant the difference of selling in wholesale or retail quantities. He added that the rate for teams should be reduced as it just meant the difference of selling in wholesale or retail quantities.

McLellan said that the repairs to the Ludlow had been increasing each year, and in 1911 the cost to this one alone amounted to \$8,004.

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U. S. SENATOR SCORES ATTEMPTS TO VIOLATE BARGAIN, BUT THEY MUST STAND BY THE WORD

Washington, July 23.—"I do not believe we should give free tolls through the Panama canal to our shipping, either coastwise or international," said Senator Percy, of Mississippi, in a speech today in the senate.

He added that he did not believe the Hay-Pauncefote treaty with Great Britain permitted the United States to discriminate against foreign shipping in the interest of American commerce.

Senator Percy said the neutrality of the canal had been guaranteed by the United States in return for Great Britain's surrender of her protest rights against its fortification.

He declared the United States could not claim under the British treaty the right to give favors to its own shippers. If such a provision had been made a part of the treaty, he said, it would have been insisted upon by Great Britain.

"It has been said we cannot get a fair trial at the Hague court," said Senator Percy. "If we were to present to any court the claim that we were entitled to these privileges under the treaty we could not escape the charge on the part of all nations that we were making a disreputable attempt to evade our just obligations."

Senator Percy thought the United States enjoyed practically no privileges under the Hay-Pauncefote treaty which it did not have to share with the world.

Should Not Break Contract. Senator Percy declared the United States should not break its contract with Great Britain under the Hay-Pauncefote treaty, but that the sense of national responsibility should prevail in this country from breaking its contract.

At the present time, and for at least a year, British superiority in naval power is a fact. Looking ahead, however, we will not always be able to play "Beggars my neighbor" with Germany in the game of building warships. There are 65,000 men in the navy, and increasing at the rate of over 1,000,000 a year. They do not emigrate, but remain in the country.

The total emigration of Germany is probably less than 50,000 a year. Britain, on the other hand, has a population of about 45 million, and the number of emigrants that Germany does are for the most part young, fit and energetic. Their departure drains the motherland of the most virile element of the population.

How long under these conditions, can Britain, unaided, hold the supremacy of the sea, which for her is a matter of national life or death? Has the time not come for the 15,000,000 of white men in the British empire to stand up to the challenge of the German shipbuilding program?

Toronto, July 23.—(Special).—Under the action, The Fine Word Adequate, the Toronto Star editorially:

"In London, Mr. Borden has authorized the navy to build a new class of battleship, any more that would strengthen the imperial navy."

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"The emergency apparently is at hand, and its danger is so imminent that Mr. Borden has felt impelled to promise some measure of assistance that will add directly to the strength of the British navy. Do other deductions be made from the utterances of Messrs. Churchill and Asquith, by whom a distinction is clearly drawn between a permanent naval policy for the dominion and an emergency contribution to the empire's naval strength."

"That the British people themselves have no doubt that danger threatens from across the North Sea is abundantly shown by the policy enunciated yesterday by Mr. Churchill and endorsed by Mr. Balfour—a policy of increasing armaments, frankly based on the German shipbuilding programme."

"British statesmen have ceased to speak in general terms of the reason why the fleet must be enlarged; they bluntly say that Germany's warlike preparations have met at all costs by still greater preparations. Britain, under Churchill's programme, is to proceed with all former vigour."

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The schooner measures 123 tons, is owned at Winton (N. B.), and valued at \$24,000. The damage received by the Woodbury will not exceed \$300, and repairs will probably be made at the marine railway wharf, South Portland. Taken altogether a finer piece of rescue work can hardly be found on the records of the revenue cutter service.

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FOUR WORKMEN WERE KILLED BY 'PREMATURE BLAST'

Victims Engaged on C. P. R. Extension in Ontario — Rest of Crew Had Lucky Escape

Perth, Ont., July 23.—Four men were killed this afternoon in the railroad construction camp of Wheaton & Co., one of the contractors for the new Canadian Pacific line which crosses from Glenora to Belleville.

The men were engaged in blasting and had poured about half a can of powder into one hole which they proceeded to pack. Without warning the powder exploded, killing the four men instantly and throwing another who was standing by about thirty feet.

Two of the killed were foreigners, the other two being Patrick Ryan, of Perth, and J. Robertson, of Kingston.

The whole gang of men employed by Wheaton & Co. had a lucky escape in the accident, as there were cans of powder standing close by which were upset by the explosion but not ignited.

WILL NOT ACCEPT OFFICE UNDER INSURANCE ACT