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ST. JOHN, N. B., THURSDAY, JULY 25, 1912.

THE CONVERSION OF THE TORONTO GLOBE.

The announcement by Mr. Asquith that Great Britain would accept the Borden Government's offer of an immediate contribution in aid of her naval programme with the utmost gratification "as an acknowledgment that we are true co-partners in this great Empire" has produced a sudden and most remarkable change in the attitude of the leading organ of Sir Wilfrid Laurier, who for ten long years absolutely refused to permit Canada to make any direct contribution for such a purpose. To swallow in a night all that has been written and all that has been said by its leader, Sir Wilfrid, against contributions by Canada to Imperial Defence, is a feat even for the Toronto Globe. Quoting Mr. Churchill's statement: "We have to protect the Dominions and territories scattered over every continent and every ocean as well," the Globe seems to have made a great discovery. "There, in a word," it says, "is Britain's problem. There, too, is the opportunity for the Dominions Overseas to cease 'sponging'—the word is not a bit too strong—on the Motherland for naval defence."

From the date of the first Imperial Conference in 1902 Sir Wilfrid Laurier, while in power, refused to permit the Dominion to adopt any other policy but that of "sponging." Even in the crisis of 1909 when Great Britain awakened to the menace of German naval construction, Sir Wilfrid and his Government declined to allow a single dollar to be contributed by Canada to the naval programme of the Mother Country. "We are not to be stampeded," he told Parliament on March 27 in that year, "from what has been the settled policy and deliberate course we have laid down."

The naval situation at that time made Canada's duty as plain as plainer than the situation today. On March 16, 1909, Mr. McKenna, First Lord of the Admiralty, made a speech in the House of Commons which left no doubt that a great national crisis was impending. Speaking in reference to an increase of £14,000,000 in the Naval estimates he said:

There are occasions when even the most determined economist is willing to make a sacrifice. The safety of the Empire stands above all other considerations. No matter what the cost the safety of the country must be assured. The difficulty in which the Government find themselves placed at this moment is that we do not know—as we thought we did—the rate at which German construction is taking place.

Mr. McKenna went on to describe the extraordinary growth of the power of constructing ships of the largest size in Germany and added:

Two years ago any one familiar with the capacity of the Krupp and other great German firms would have undertaken the possibility of their undertaking the supply of all the component parts of eight battleships in a single year. Today this productive power is a realized fact, and it will tax the resources of our own great firms if we are to retain the supremacy in rapidity and volume of construction.

Mr. Balfour, then Leader of the Opposition, endorsed the action of the Government. In the course of his speech he said:

We are face to face with a situation so new, so dangerous, that it is very difficult for us thoroughly to realize all that it imports.

That was the situation on March 16th and a fortnight later, when the question of Canada giving an immediate contribution was brought up in Parliament, Sir Wilfrid declined to be "stampeded" or depart from his "settled policy," and he added in the same speech:

We see no reason in anything that has taken place recently to depart from the policy we laid down in 1902.

The situation at the Imperial Conference in 1902 has been eloquently described by Mr. Foster. "Might I recall," he said, "that Conference of 1902, that grand historical occasion in which there was the first virtual Parliament of the Dominions and the Empire called together for counsel and advice. It was summoned by Mr. Chamberlain, at that time Secretary for the Colonies. Every British Colony, every part of the British Dominions was there represented. Serious men, statesmen, patriots and magnates from all parts of the Empire—before these Mr. Chamberlain came with his plea. And what was his plea? The burden of defence of the Empire, the growth and development of the Overseas Dominions; the advisability of sharing in some way the increasing burdens of defence."

What was the result? All the other Dominions declared their readiness to contribute, and did contribute; Sir Wilfrid Laurier pleaded the "autonomy" of Canada, and refused to pledge the Dominion to a contribution of any kind. All that the Empire could get from him at that time was a half promise that at some time in the future Canada might establish a local naval force at home. That was the policy from which, when the German menace threatened the supremacy of the Empire on the seas in March, 1909, Sir Wilfrid Laurier saw no reason to depart.

To the credit of the Toronto Star, the Toronto Globe and probably other journals among the press supporting the Laurier Government, it should be recorded that immediately after Mr. McKenna's momentous announcement, the importance of Canada making an immediate contribution was strongly urged upon the Government. The Toronto Star on March 23rd said:

Canada is in the Empire and being in it should pay for her footing. Some of us may regard militarism as madness, but if Canada by wiring into the European camp the news that she, like New Zealand and Australia, will build one Dreadnought and if necessary, two, can exert an influence in favor of peace at this critical time, it seems clear that Canada should "get on the wire" without hesitation or delay.

The Globe on the same date took a similar line and declared that Canada ought not to leave "plucky little New Zealand alone" in reminding the Germans that there are more Britons than those in the British Isles. The Globe added:

Within the next two years the Colonies of Britain should be able to place three Dreadnoughts at the disposal of the Motherland—and they should do it.

Unfortunately, however, it was but a flash in the pan. After the Laurier edict went forth on March 29th that nothing had taken place to warrant the Government departing from the policy of 1902, the Star and the Globe

came into line and eventually were in complete accord with the Government's policy.

There was no change in the attitude of the Liberal press on this question until Mr. Winston Churchill made his recent memorable announcement after the situation had been discussed with Mr. Borden and his colleagues. He said:

They authorize me to say that any special action which the immediate future may require of them will not be delayed. Pending the settlement of a permanent naval arrangement, they wish that the aid of Canada shall be an addition to the existing British programme, directly strengthening the naval forces of the Empire and affording a margin available for its security. They tell me that the action of the Dominion will not be unworthy of the dignity and power of Canada.

Then the Globe, the leading Liberal organ in the Dominion, saw a great light. The star of True Imperialism arose above its horizon and in an instant swept away the dark shadows of "Autonomy," "an Order-in-Council Navy," "No Contribution," and other such spectacles wholly unworthy of Canada. The opportunity it now declares has come for "the Dominions Overseas to cease 'sponging'—the word is not a bit too strong—on the Motherland for naval defence. It is the duty of the Dominions to say to Britain: 'We will undertake to guard the outlying portions of the Empire against small raiding squadrons and keep open the trade routes of the Empire if you will see to it that the shores of Britain are kept inviolate and the British battle fleet is maintained on a basis of superiority to that of any probable European combination. If by the joint efforts of Canada, Australia, New Zealand and the South Africa Union a compact, modern naval force were maintained in the Pacific and Indian oceans, the people of Great Britain would be able to devote their entire attention to the safeguarding of the Atlantic, the North Sea and the Mediterranean.'"

"What has happened? Can it be that repentance has come to a sinner under the chastening influence of the cold shades of Opposition? 'Sponging' from the Toronto Globe as a description of the Laurier Government's naval policy! Let us all be thankful! And let us not forget that the essence of the Globe's article is a complete vindication of the policy which has been consistently maintained by the Conservative party. The Globe's attitude is a very clear indication that the Liberal party, having read the signs of the times, is anxious to come in out of the wet."

BOURASSA'S BLUNDER.

If evidence had been lacking, says the Hamilton Herald, to prove that Henri Bourassa is neither a statesman nor a patriot, but a mere egotistical agitator who loves agitation for the sake of the notoriety he gets out of it, his present agitation in favor of annexation would supply it. If he had any statesmanlike vision, he would perceive that annexation is out of the question—that even if he were successful in persuading his compatriots in Quebec that it would be a good thing for them to become citizens of the United States, the rest of Canada would not consent to become absorbed in order to please the Quebec French, or to let Quebec go. He would perceive that his agitation can only produce mischief. And if Bourassa were a patriotic Canadian he would not say a word in favor of a course which would mean the extinction of Canadian nationality. This man's political horizon is bounded by the limits of Quebec. He is not touched with the spirit of real Canadianism, and probably does not understand it.

The truth is, no doubt, that Bourassa, having played for high stakes in the political game and lost, is irritated and petulant, and consumed with two desires—the desire to "get even" and the desire to keep himself in the limelight. He hoped that by helping to oust the Laurier Government he would become the power behind the throne, and be able to dictate the policies of the Borden Government, and probably to obtain similar power in Provincial politics. He has been grievously disappointed. The Borden Government evidently has no use now for Bourassa and his Nationalists, and the great victory of the Gouin Government was practically a death blow to the Nationalist cause.

Now Bourassa is smarting under defeat. He realizes that his prestige has been lowered and his influence is waning. But he will show the politicians that his power is not yet gone. If he cannot be a power for good, he can at least be a power for mischief, and he proposes to play the mischief—just to show what he can do. Bourassa is merely a big boy—brilliant, no doubt, and honest in his way; but still a boy. And it is to be feared also that he has a yellow streak in him.

PRICES STILL CLIMBING.

The steady advance in wholesale prices in Canada continued during June. The Labor Department's index number has advanced from 135.9 in May, previously the highest recorded, to 136.9 in June, as compared with 126.1 in June of last year.

The numbers, it will be understood, are percentages in each case of the average price level prevailing during the ten years, 1890-1899, the period selected by the department as the standard of comparison throughout its investigation into wholesale prices of some two hundred and fifty commodities of representative character. The estimate of the department for the month of June, therefore, shows prices to have been nearly thirty-seven per cent. higher in that month than was the average for the decade 1890-1899.

The chief increases during June were in animals and meats, fodders, fruits and vegetables, hides and leathers, there having been slight decreases in dairy products, prepared fish, sugars, coal and coke.

Current Comment

(London Free Press.)

The Toronto Globe says "no one in this country proposes free trade in manufactured goods," and the Regina Leader warns "The Eastern Big Interests" that it is a delusion to suppose the West is not "in dead earnest in its demands for freer trade and larger markets." These are leading Liberal newspapers in their respective Provinces, and their utterances show how wide is the split becoming among the Reciprocity press, while Liberals opposed to Reciprocity are driven upon this issue forever from the party.

(Ottawa Citizen.)

The United States Government has put an end to the exhibition of moving pictures of prize fights by prohibiting the transportation of the films. Not the least benefit that will result from this will be the cutting out of travesties like the recent contest between Jack Johnson and the latest alleged white man's hope, which was gotten up principally to sell the films.

(Toronto Mail and Empire.)

A Brooklyn magistrate has fined a man \$10 for crossing his legs in a street car. The man who sprawls in his seat with his legs obstructing the aisle is such a near relative to the "end seat hog" that not much sympathy will be wasted on him when his rudeness is rebuked.

(Nelson, News, B. C.)

An exchange offers this sage advice: "Switch your order to buttermilk and keep cool." Which follows that when a man complains of the heat it is evidence he has not been drinking buttermilk. Lemonade, maybe.

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Our Pet Aversion Contest.

My pet aversion is one of those delicate eggshell tea cups that the hostess watches every minute you have it in your hands.—H. G.

Of all aversions, my pet is the two pound terrier that runs out of the front yard and snags at the bottoms of the new fawn colored spring trousers.—O. K. T.

My pet aversion is the gink who uses a toothpick on the street. Can you beat him? Not very much.—F. D. R.

My pet aversion is the sentimental song in the moving picture show. Every one I ever heard sounds like every other one I ever heard.—J. D. F.

Talk long enough to any woman about a wedding and you will find that something about it didn't suit her.

Many soldiers have surrendered and become prisoners, when they might have fought their way out and become heroes.

MRS. M'GEE GETS DEATH SENTENCE

MURDERESS OF SIX CHILDREN TO BE HANGED OCTOBER TENTH

Woman Confesses Heartless Crime and Recounts Pitiful Tale—Becomes Hysterical on Hearing Fate Pronounced

Charlottetown, July 23.—At 11.45 yesterday morning in the supreme court, Georgetown, the attorney general made a motion that the prisoner, Minnie McGee, tried and convicted for the murder, would now have the sentence of the court passed on her. The judge then called upon the prisoner to stand up and asked her if she had anything to say why the sentence of the court should not be pronounced upon her.

She paused for a few minutes and then answered: "My head was very bad in January, after the death of my first two children. Then my head got worse in February and continued to get worse. The pains in my head were dreadful, so bad that I was going to do away with myself more than once. 'Pat, my husband, used to beat me when I was sick in bed. He would not even give me a drink of water when I was sick, and would do nothing at all for me. He would go round threatening to kill himself. I told him four months before the trouble, to take the children away where they would be cared for, but he would not do it. I loved my children and always treated them kindly."

The Death Sentence.

At 12 o'clock sharp, Mr. Justice Fitzgerald, pronounced sentence of the court on the prisoner as follows: "Minnie McGee, you have been arraigned, tried and convicted for the most dastardly crime that could possibly be committed. You are awaiting the only sentence that the law imposes or can impose for such a crime, namely—death. The sentence of the court is—That on the 10th day of October next, between the hours of 8 a. m. and 4 p. m. in the Kings county jail, you be hanged by the neck until dead, and may God have mercy on your soul!"

Before the sentence was pronounced Mr. Fraser, the prisoner's counsel, drew the attention of the court to the fact that the prisoner had confessed.

His lordship replied that this fact would not be given consideration by him. He also stated that he would forward a report of the evidence and the verdict to the secretary of state.

Mrs. McGee was greatly agitated, and half hysterical during the passing of the sentence.

When the judge uttered the word "hanged," she wailed exclaimed: "Hang me right here now in the box!" The unfortunate was then led away in a state bordering on collapse.

HEAVY TRAVEL ON THE INTERCOLONIAL

Through Trains Out of Montreal Are Crowded With Passengers.

Montreal, July 23.—During the past two weeks the rush of travel to the east over the Intercolonial Railway has been so great that the car service has been taxed for sufficient accommodation. The demand for reservations at the city ticket office has been so insistent that the through trains are obliged to carry extra sleepers, while many persons are obliged to wait over for seat space or berth.

The recent heat wave drove many to the cool resorts along the lower St. Lawrence. Many Montreal and some Ontario people summer regularly at Murray Bay, St. Pachel, St. Jean, Port Joli, L'Isle, Rimouski, La Motte, Matane, Bix, and Cacouna. Many also go down to the Gaspé Peninsula via Matapédia. A great many Americans find relief from the heat at the places mentioned above, while in addition to this tourist travel there is a constant stream of regular traf between the metropolis and the chief centres of the Maritime Provinces.

The sleeping cars on the I. C. R. are proving a very reliable source of revenue. Scarcely a through train departs from Bonaventure depot but what is completely filled even to the last upper berth. The chair car to Ste Flavie is fully patronized and it is a matter of wonder how travel is augmented from the stopping places along the line. The new sleeping car and dining cars on the Ocean Limited are also fully patronized and the introduction of the a carte service a greater variety has been given to the menu which fully equals that of any of the best through trains on the continent. The regular travel by the first class coaches is also large and many persons who fall to find accommodation on the sleeping train find these very comfortable when not over crowded. The colonist cars are also well filled and both the "Ocean Limited" and the Maritime Express are doing big business. In fact the present month bids fair to eclipse all previous records on the Intercolonial.

There is a heavy movement of freight also, specials being very numerous between the regular through and way freights.

The Chinese have always been associated with low wages. Now that they have freedom, are they getting more than 9 cents a day?

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