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ST. JOHN, N. B., WEDNESDAY, MARCH 12, 1913.

MR. CHURCHILL'S MEMORANDUM. tains that it would be a long time be

Memorandum from the First Lord of the Admiralty on the subject | tained in Canada. of building Dreadnoughts in Canada and which was read to the House of special requirements for the manufac

prepared by the experts of the Admir construction in the world, endorses

"It is clear that it would be wholly unwise for Canada to attempt to undertake the building of a battleship at the present moment. The cost of laying down the plant alone would, at a rough estimate, be approximately £15,000,000, and it could not be ready for four years."

Mr. Churchill goes further in sur port of this argument, "Such an out lay," he adds, "could only be justified est shipyards in Great Britain and

tion were struck dumb, and that Mr. Pugsley's organ, the Telegraph, refrained from publishing the Memoran not have been delivered. An "inspired missed the Memorandum in two par

of the Admiralty wrote that the cost of laying down the plant alone would to save Mr. Pugsley, runs as follows

"The letter was produced at midnight. In it Mr. Churchill pointed out that to establish a shipbuilding plant in Canada, capable of handling the construction of Dreadnoughts, would require an outlay of about \$4,000,000. which is the amount estimated by Hon. William Pussley from his negotiations with British shipbuilders, while he was in power."

tions with British shipbuilders, while he was in power.

The difference between Mr. Churchill's £15,000,000 and Mr. Pugsleys has no other way of justifying the ridiculturate, by the construction of the construction of contracting the construction of a breadnought. The difference between the construction of a breadnought. The difference between the construction of a braidness, we was on the capacity of construction of a braidness, we was of the Empire and the Memorature to the like capacity. The construction of a braidness of the Empire and the Memorature of a breadnought. The construction of a braidness of the Empire and the Memorature of a braidness of the Empire and the Memorature of the Capacity of Canadians to deal with high affairs, even so large an affair as the construction of a braidness of the capacity. The Toronto Globe as a signal concerned with the barries and the construction of a braidness of the capacity. The toronto Globe as a signal concerned to the construction of a braidness of the construction of the statement of the construction of a braidness of the construction of the braidness and the action of a braidness of the construction of the braidness of the statement the braidness and the action of the braidness of the construction of the

ons by Mr. Borden, has paralyzed position. Mr. Churchill's arguings and engines, all of which require ments against the Opposition propos-als are unanswerable. He gives a clear and comprehensive review of the requirements necessary for battleship construction and shows conclusivly that it would be "wholly unwise" for cate and special design, requiring Canada to attempt to establish an industry for building Dreadnoughts.

Mr. Churchill's Memorandum will leave no doubt in the minds of CanMr. Churchill is strongly in favor of adians that Mr. Borden was fully justi-fied in his statement to the House but of such classes of vessels as the when introducing the Naval Aid Bill, shinyards can handle with advantage.

experience on work of this nature.

Mr. Churchill is strongly in favor of encouraging shipbuilding in Canada, but of such classes of vessels as the shipyards can handle with advantage. In that opinion he has endorsed the views of Mr. Borden and has stated that the Admiralty are prepared to render every assistance. He is clear ly justified in his contention that to establish a Dreadmought industry is out of the question.

In the face of the failure of the late Government to man the Niobe and the Rainbow with Canadians, the Opposition have been attempting to prove that it would be the easiest thing in the world to man two Fleet Units. Mr. Churchill is fully alive to the situation in a second Memorandum, read by Mr. Borden, the First Lord of the Admiralty deals pointedly with the manning question. He refers to the intention of the Laurier Government in 1909 "to provide a limited number of cruisers and destroyers which were to be stationed on the Atlantic and Pacific, and to the agreement made by the Admiralty "to help in the organization and mannings if possible." Then he proceeds:

"Between that time and 1912 a commencement was made with the establishment of a Canadian naval force but in those three years only small progress was

"Between that time and 1912 a commencement was made with the establishment of a Canadian naval force but in those three years only small progress, was made with the training of recraits and cadets and it would have been impossible for the Canadian government to man a single cruiser.

"The provision of two fleet units consisting of the most modern ships would divert from their necessary stations large numbers of very efficient officers and men which would have to be lent by the Admiralty.

"Looking to the far greater manning difficulties which now exist than formerly in 1909 the establishment of two such units would place a strain upon the resources of the Admiralty which, with all the will in the world, they could not undertake to meet."

In other words the British Admiral

three Canadian battleships will be manned by British crews taken from ships which in 1915 will be obsolete.

THE HUMAN PROCESSION STEWART WHITE.

DIARY OF EVENTS

FIRST THINGS

CONQUEST OF NEW YORK.

Netherland.

In April of the same year the Duke of York sent four ships against New Netherland, with Col. Richard Nicolin command, to be deputy governor. The Dutch settlers decided that it was useless to argue the case with the English invaders, "who were six times their number," and in the Autumn of 1664 Fort Amsterdam and Fort Orange were surrendered. The name of New Amsterdam was changed to New York and that of Fort Crange to Albany.

Governor Stuyesant swore allegiance to Charles II., but soon returned Mr. Churchill goes on to refer to the

Governor Stuyvesant swore allegi-ance to Charles II., but soon returned to Holland. New Amsterdam, founded three centuries ago this year, had at the time of the English conquest a population of 1,500, while the total population of the province was about 10,000.

THE PASSING DAY.

THE BURNER OF MOSCOW.

"Between that time and 1912 a commencement was made with the establishment of a Canadian naval force but in those three years only small progress, was made with the training of recruits and cadets and it would have been impossible for the Canadian government to man a single cruiser.

"The provision of two fleet units consisting of the most modern ships would divert from their necessary stations large numbers of very efficient officers and men which would have to be lent by the Admiralty.

"Looking to the far greater manning difficulties which now exist than formerly in 1999 the establishment of two such units would place a strain upon the resources of the Admiralty which, with all the will in the world, they could not undertake to meet."

In other words the British Admiralty are not favorably disposed to Sir Wilfrid Laurier's Fleet Unit proposition. The question of manning, as Mr. Churchill states, presents difficulties which would put a strain upon the Admiralty's resources, "they could not undertake to meet."

The wisdom of Mr. Borden's policy in consulting the Admiralty and receiving a full endorsement of his proposals is again demonstrated. The three Canadian battleships will be manned by British crews taken from

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How it makes our pulse throb, how it makes our heart dance:
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The steady subscriber who pays in advance.
—New Glasgow News.

The Only Safe Way. Griggs—Can you keep a secret from your wife?

Briggs—Not unless I keep secret the fact that I have one.

One's Duty to One's Ego

"In all his financial schemes, you bet, Brown looks out for number one." "I accused him of that."
"And what did he say?"
"He said he had it impressed upon him at school that the first person singular should always be carefully capitalized."

Lady—Why, you naughty boy. I never heard such language since the day I was born. Small Bo—Yes, mum. I s'pose dere was a good deal of cussin' de day yu wuz born. There Were Seven.

Mr. Rinkpate— (to barber)—Part my hair in the middle, please. Barber—Yessir! Shall I split the odd one, sir?

Hock—Can anything make a man reel worse than to have his wife con-inually begging for money? Peck—Sure! To have her demanding

Mrs. Newedd (excitedly)—O John, dear, please hurry and send off a telegram for me.

Newedd—What's the matter?

Mrs. Newedd—Why, I'm taking a correspondence course in cooking and the cake I made is running all over

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(Buffalo Express.)

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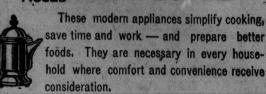
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each rung of a Men in the b coal into sh half a bushel monotonous cithen pass froi living ladder. Each girl sei straight up in head, when it girl. Down a packed with a pass in simila barge to be re is emptied in ous chanting a levator goes its never-endi until the last the ladders di and the ship her voyage. will "bunker" six and a hal 353 3-4 tons an LATE