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ST. JOHN, N. B., MONDAY, MAY 19, 1913.

LAURIER'S NAVAL POLICY.

Mr. Frank Carvell's statements in a recent debate are quoted with approval in Mr. Pugsley's organ, the Telegraph, in an attempt to show that there was little difference between light cruisers of the Bristol type, which would have been the type for the Laurier navy, and light cruisers of the latest construction. There is no authority for Mr. Carvell's statements but Mr. Carvell. They amount to nothing more than a further ridiculous and futile attempt to criticize the action of the Government for returning the deposit of the Cammell, Laird Company, a course which Mr. Carvell alleges deprived this city of the advantage of building the ships.

Apart from the authoritative statements of Admiral Kingsmill and Commander Roper, that these cruisers would have been obsolete before construction was completed, all the arguments advanced by Mr. Pugsley, Mr. Carvell and the organs supporting them that these ships would have been built at St. John, were refuted by Sir Wilfrid Laurier in his speech on December 12th last when he stated:

"I say now that the Government in power would have been better advised if they had awarded the contracts, and had they done so, we would at the present time have under construction on the stocks in MONTREAL four cruisers and six destroyers."

Sir Wilfrid Laurier, as Prime Minister in the late Government, is in a position to know where these ships would have been built. Constant repetition of the statement that Sir Wilfrid Laurier had definitely decided to build the ships at Montreal.

The four light cruisers and six destroyers, which represented the late Government's idea of a Canadian navy, were the outcome of the Naval Service Act of 1910, the terms of which were condemned by Mr. Borden and the Conservative party. As Leader of the Opposition on February 3rd in that year, when this Bill was under discussion, Mr. Borden moved an amendment in which this condemnation was clearly stated.

"The proposals of the Government do not follow the suggestions and recommendations of the Admiralty, and in so far as they empower the Government to withhold the naval forces of Canada from those of the Empire in time of war, are ill-advised and dangerous."

"That no such proposals can be safely accepted unless they thoroughly ensure unity of organization, and of action without which there can be no effective co-operation in any common scheme of Empire defence."

"That the said proposals while necessitating heavy outlay for construction and maintenance will give no immediate or effective aid to the Empire, and no adequate or satisfactory results to Canada."

"That no permanent policy should be entered upon involving large future expenditures of this character until it has been submitted to the people and has received their approval."

The country, in the general election, endorsed Mr. Borden's condemnation of the Permanent Naval Policy of the Laurier Government, which was embodied in the Naval Service Act. The only reasons for retaining this Act on the Statute book were definitely stated by Hon. J. D. Hazen in reply to questions asked in the House on March 4th, 1912. "After such consideration and inquiry as may be necessary," he said, "the Government will present its Naval Policy to Parliament and to the people. That policy will undoubtedly require legislation which will involve the repeal of the present Naval Service Act. In the meantime that act will remain on the Statute book for purposes in connection with the Fishery Protection Service and otherwise. Before any permanent naval policy is put into force, the people will be given an opportunity to pronounce upon it."

It is abundantly clear that the Government were justified in declining to let the contract for the construction of the ships of the Laurier navy at any port. The Prime Minister gave the country the assurance in his speech before the House of Commons last week that pending the announcement of his Permanent Naval Policy it was the intention of the Government to proceed with the construction of dry docks on the Atlantic and Pacific coasts. Naval bases could also be established on the Atlantic and Pacific, with the fortification of the harbors and ports at which they might be constructed by shore batteries and by torpedo boats; as to this the advice and assistance of the Admiralty would be sought. Canada could also establish repair plants capable of turning out auxiliary cruisers, and which could be extended for turning out much larger vessels.

The Government believed, added Mr.

Borden, that it would be in the interest of Canada to encourage these industries and the Admiralty was prepared to co-operate by placing orders for small cruisers and other auxiliary craft. It would be possible also to provide for the training of officers at the naval colleges at Halifax, and of seamen on training ships. The ships of the hydrographic and fishery protection services could be manned by men so trained. It might well be that the latter service could be amplified by the addition of small cruisers, which in time of war would be useful for the purpose of protecting Canadian commerce. In all this, the Prime Minister stated, there was room for the Canadian people to undertake much important work for the protection of Canadian ports and commerce and to assist the Admiralty.

THROWING UP THE SPONGE.

In commenting upon the fact that obstruction ceased when the Naval Aid Bill came out of the Committee of the Whole, the Toronto Mail and Empire gives effective answer to the question: Why was it not continued to the bitter end? Doubtless the answer the Opposition would prefer to that question, this journal points out, is, either that further obstruction would be cut short by the Closure, or that the matter was fully threshed out. But neither of these answers could be taken seriously. The existence of the Closure rules did not deter the Opposition from continuing to obstruct the Bill in committee. Therefore, the existence of the rules cannot be pleaded by the Opposition as its reason for refusing from obstruction when the Bill was up for its third reading. In the second place, the exhaustion of their stock of arguments did not prevent members of the Opposition from repeating these arguments over and over, even after the adoption of the Closure rules; and, indeed, after notice that they would be enforced. Further, prominent members of the Opposition declared again and again the purpose of that side of the House to fight the matter to the last ditch, nay, even to resist the application of the Closure rules. There must be another reason for the collapse of the Opposition in the last stage of the Bill's course through the House.

There can be no other reason than that the Opposition leaders could not persuade their followers to keep up the fight any longer. The rank and file of the Opposition never liked the tactics. They perceived that obstruction to a measure for strengthening the British navy in this time of need was extremely unpopular, and was most detrimental to them as a Parliamentary party. It was against their will the struggle was kept up so long. They were being constantly told that the Government would back down and withdraw the bill. They were assured that they would never be brought into their present awkward position. They now realize that, besides carrying on a most foolish campaign, their leaders deceived them. They find that, so far from being a yielder, Mr. Borden is a man with a backbone of steel. Consequently, at the end, they have asserted themselves, and brought their reckless leaders to their senses. Hence there was no obstruction in the last round.

The Opposition in the House having quit this tamely, the Senate may be expected to make no difficulties for the bill. It was because the House leaders of the Opposition felt that the Senate would not commit such an outrage upon the Constitution as to throw out or after the bill that they took upon themselves the brunt of the fighting while they were fighting. In desisting from obstruction in the last stage of the bill's course through the House the Opposition members indicated that the game was up, and that the Liberal leaders in the Senate could not be depended upon to make the same tactical blunder as the Liberal leaders in the House had made.

The Advantage of Preference.

(Toronto News.)
Two years after the first instalment of the preference Canada bought 237,661,000 pounds of sugar from foreign countries and 28,000,000 pounds from British countries. Last year we took only 148,800,000 pounds from foreign sources and 376,831,000 pounds from countries which fly the British flag. The National Policy and the preference have built up an important Canadian industry employing a great number of Canadians, and they have at the same time enhanced the prosperity of other British communities. The increase in the preference to the British War Incentives by the Borden Government will augment both developments as well as reduce the price of refined sugar to the Canadian consumer. Surely this is good business for Canada and the Empire. The lesson should be learned that the cause of tariff reform in Great Britain. Whenever one British country can benefit itself and at the same time divert trade to another British country, surely it should lose no time in doing so.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

CAPTURE OF PORT ROYAL.

Sir William Phipps and his squadron arrived off Port Royal, N. S., 223 years ago today, and speedily captured that town. The weak fort was surrendered without resistance, and the entire seacoast from Port Royal to the northeast settlements was taken possession of by Sir William. The Port Royal expedition, consisting of eight small ships and about 800 men, was undertaken by the general court of Massachusetts as a means of reprisal against the French. The Indians had taken the fort at Penamiquid, and French privateers were infesting the coasts of New England.

Sir William and his fleet soon returned to Boston, with sails covering the cost of the whole expedition. Shortly afterward New England and New York united in an expedition against Canada, and Sir William Phipps was placed in command of the sea forces, but the project was a total failure. Acadia continued to be a French possession for twenty years after the raid of Phipps and his Boston men. In 1710 Col. Nicholson, with English ships and colonial soldiers, captured Port Royal and overran the Province.

FIRST THINGS

FIRST PUBLIC SCHOOL.

The first free school in the world was opened in Madison street, New York, 107 years ago today, and marked the beginning of the great popular educational movement that now extends to all the civilized nations of the globe. The pioneer school in New York was the outgrowth of a plan to establish a free institution for the education of girls. It is still in existence as the New York Public School No. 1. The value of public property used for school purposes in the United States is now estimated at \$100,000,000. About 10,000,000 pupils are now enrolled in the public schools of the United States, and the average daily attendance is about 14,000,000. Of the nearly 60,000 teachers employed, over three-fourths are women. For all of the advantages provided by the public schools of the United States, the per capita cost is less than five dollars per year, or \$28 per year for each student, based on average attendance. While the New York institution was the first free secular school, "charity schools" existed in England and Scotland, and the continent, as early as the seventeenth century.

THE HUMAN PROCESSION

SAMUEL BLYTHE.

All that goes up must come down, according to the law of nature and Isaac Newton, but as he often been observed, there are exceptions to all rules, and this one is often reversed when those who go down to the sea in ships encounter storms and turbulent seas. This bit of information is suggested by the fact that the subject of this brief biographical sketch recently made a tour abroad, interviewing the crowned monarchs of Europe and other personages, for the entertainment of his readers. Whether or not he proved the exception to the rule above set forth, and paid tribute to Nature, is not to be ascertained from the available sources of information. Anyway, it makes no difference. The sole purpose of these penitential remarks is to achieve a slightly different introduction, and to peeve the city editor, who insists that one blurt out the story in a matter of a few paragraphs, so that he may blue pencil the remainder. Who first hurled defiance into the molar of a tyrant city editor by writing in a matter of a few paragraphs, and the Buffalo Express. He was not yet thirty when he became editor-in-chief of the Buffalo Courier and Enquirer. For a short time in 1899 he was managing editor of the Commercial Magazine, and then went to Washington as correspondent of the New York World. He joined the Saturday Evening Post staff six years ago, and is now as indispensable to that journal as Ty Cobb is to the Detroit Tigers.

MADAME MELBA.

Mme. Nellie Melba, the Australian song bird, will be the recipient of birthday congratulations today. Mme. Melba was born in Melbourne, Australia, of a Scotch father and a Spanish mother, on the nineteenth of May, 1863, or 1865, or 1866—the authorities differ as to the year. Her father's name was Mitchell, and she was christened Helen Porter, but, on beginning her operatic career, she adopted the name of Melba in honor of her native city. In her present season at Covent Garden, Mme. Melba celebrates the twenty-fifth anniversary of her first appearance on the London stage.

THE PASSING DAY

On this date in 1731 Verendrye set out on his Western exploring tour, in the course of which he visited what is now Manitoba. Sixty-six years ago today the brig Carrick was wrecked by a gale in the St. Lawrence and 170 immigrants were drowned. Forty-seven years ago today United States customs officers seized 1,200 stands of arms intended for the use of the Fenians in their raid on Canada, at House's Point, N. Y. Gabriel Dumont, chief lieutenant of Riel in the 1885 rebellion, died seven years ago today.

OPHELIA'S SLATE



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IN LIGHTER VEIN

The Purist.

"Well, I can say one thing, no taxes bothers me."
"Syntax seems to."

A Different Number.

He—Well, Fred will make Alice a No. 1 husband. I'm sure.
She—No, he won't. She's been married before.

Not a Mere Repeater.

"Kate is such a gossip."
"Hears everything, does she?"
"Oh, no; she's one of the inventive kind."

Those Dear Girls.

Ethel (just engaged)—Jack said if I refused him he would never propose to any other girl.
Edith—Yes; I understand that you were the last on his list, dear.

The Schemers.

Jack—Say, old man, I'm in an awful fix. I proposed to a girl last night and she accepted me—a thing I didn't dream of. What shall I do?
Tom—Easy! Just propose again as if you'd forgotten. That ought to make her so angry she'll refuse you.

Gatty.

"My husband," she said, "always wants me to look my best, no matter what the cost."
"Well," her friend replied, "one can hardly blame him for feeling as he does."—Chicago Record-Herald.

Strangers.

"I suppose you are well acquainted with the state of your company?"
"Never met him," replied the press agent. "A successful press agent must be an idealist, not a realist."—Washington Star.

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THE P

The problem is to count complete and intersects or sort in the puzzle. In the even number the prizes will be solutions. Accuracy and pa for arriving at the correct or who display these qualificat solve the puzzle best.

How t

This contest is restricted to residents of New Brunswick and a payment on subscription from \$1.00 to \$5.00 entitles you to the puzzle. The amount the subscription price for the rate, whether the rate be for

AS MANY DIFFERENT TED AS THE CONTESTANT ADDITIONAL PAYMENT WITH THAN \$5.00 CAN BE PAID V

It is not necessary to pay solution if more than one k

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