

The Standard

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ST. JOHN, N. B., FRIDAY, JANUARY 3, 1913.

THE NAVAL ISSUE BEFORE PARLIAMENT.

"Because it enforces the sound rule that a majority of the people's representatives must have their way."

The above statement, which appeared in an editorial in the Telegraph yesterday, has reference to the Liberal Government in Great Britain which had been charged with being revolutionary. Mr. Pugsley's organ, it will be observed, comes out strongly in defence of the Liberals, who, by the way, have not a majority in the British House of Commons, and insists on the well recognized principle of constitutional Government that the majority of the people's representatives are fully justified in enforcing legislation in the best interest of the country.

The Standard is heartily in accord with the Telegraph on this point. We will now change the scene from the Mother of Parliaments to the Parliament of Canada at Ottawa, where the same well established and "sound" rule should, of course, be enforced in the conduct of public business. Going back nearly three years, to the debate on the Naval Service Bill of the late Liberal Government, it is recorded that Mr. Borden moved an amendment which not only exposed the weakness of Sir Wilfrid Laurier's proposals at that date, but stated definitely what the leader of the Conservative party would do if in power. In view of the terms of the Naval Aid Bill and Sir Wilfrid Laurier's amendment at the present session, Mr. Borden's amendment on February 3rd, 1910, is instructive. It reads as follows:

"That 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 safely be 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 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."

"That in the meantime the immediate duty of Canada and the impending necessities of the Empire can best be discharged and met by placing without delay at the disposal of the Imperial authorities as a free and loyal contribution from the people of Canada such an amount as may be sufficient to purchase or construct two battleships or armored cruisers of the latest Dreadnought type, giving to the Admiralty full direction to expend the said sum at such time and for such purposes of naval defence as in their judgment may best serve to increase the united strength of the Empire and thus assure it peace and security."

There is no doubt, therefore, as to Mr. Borden's position in 1910. He condemned the Liberal Government's proposals in the Naval Service Bill as contrary to the recommendations of the Admiralty; as establishing the principle of optional neutrality in time of war; as affording no unity or co-operation in any common scheme of defence and as involving heavy expenditure without giving immediate and effective aid. A permanent naval policy, Mr. Borden declared, should not be entered upon until it had received the approval of the people. The course which Mr. Borden would have taken if in power is stated with equal clearness. The Imperial Defence Conference had been held in London a few months before. He had strong grounds for his statement that the Dominion should contribute two battleships to be placed at the disposal of the Admiralty to increase the naval strength of the Empire without delay.

Sir Wilfrid Laurier refused to submit the bill containing his permanent naval policy to the people and forced it through the House of Commons, following, what the Telegraph terms "the sound rule that a majority of the people's representatives must have their way." A permanent naval policy, however, is a matter of supreme importance to the country and demands the vote of the people. In 1911 Sir Wilfrid Laurier and his followers were defeated in the general election by a large majority, mainly on an attempt to force the Dominion to engage in an entangling trade alliance with a foreign country. The disloyalty to Imperial interests in the direct blow which would have been struck at Imperial Preference was one cause for this defeat. The Naval Service Act went down with the Liberals, with nothing accomplished.

The Conservative party was returned to power with Mr. Borden's position on naval defence before the people in the terms of the amendment which has been quoted. It was clearly endorsed. As Prime Minister of the Dominion Mr. Borden did not introduce a Naval Aid Bill at the first session of Parliament. With his colleagues he consulted the Admiralty. Following the conference a Memorandum was prepared for the Canadian Government which, in its summary of the naval situation in 1912, replied to Mr. Borden's question "in what form any immediate aid that Canada might give would be most effective." The Memorandum stated: "After a prolonged consideration of all the circumstances, the Admiralty consider 'it is desirable that such aid should include the provision of a certain number of the largest and strongest ships of war which science can build or money supply.' Exactly, it will be noted, in accordance with the recommendation in the last paragraph of Mr. Borden's amendment two years before, with one exception.

In the meantime the aggressive naval policy of Germany, as outlined in the Memorandum, has increased the responsibilities of the Empire for naval defence and in the Naval Aid Bill which Mr. Borden has now introduced he has changed the number of battleships, which Canada should immediately contribute, from two to three. The permanent naval policy of the Conservative party, as Mr. Borden has stated on many occasions, will in due time be submitted to the people. This course also conforms to the recommendation in his amendment two years ago.

It will be obvious to any impartial observer that there is nothing in the Naval Aid Bill on which the Canadian people should be consulted. They might well say in the words of Sir Wilfrid Laurier when he deliberately ignored the statements in the Admiralty's Memorandum, "Every word of this we knew" two years ago.

Neither has Sir Wilfrid Laurier any grounds on which to force his amendment on the country. It is on the face

of it an enlarged edition of the Naval Service Act which went down with him to defeat a little more than a year ago. He has impressed upon the country that his separatist policy has undergone no change. He admitted in his recent speech, for obvious reasons, that "When England is at war, we are at war," the Dominion, however, under his guidance may remain neutral, "but it does not follow," he added, "that because we are at war, we are actually in the conflict." This would, no doubt, save the two fleet units many years hence from disaster, but it is not the sentiment of Canadians on Imperial Defence.

There will be general agreement with the opinion of the Telegraph quoted at the head of this article. No one will dispute that it is a "sound rule that a majority of the people's representatives must have their way." That is exactly what will happen at Ottawa. With a solid majority of forty-eight in the House of Commons and the sentiment of the Dominion behind them the Government will carry the Bill through.

The Liberal Opposition may resort to obstruction, but this partisan course, delaying as it must much necessary legislation, will be strongly and generally condemned. In the meanwhile it would be interesting to know where Mr. Pugsley and his organ the Telegraph stand on this question. The pronounced and sudden adherence to the great principle of majority rule is significant. Is this a sign of conversion?

THE PANAMA CANAL.

There is every reason to believe that this year will witness the opening of the Panama Canal to the trade of the world. The regulations made by the United States Government concerning the rates to be charged on vessels using the canal, even though the vessels not registered in the United States, will not prevent vessels not registered in that country from taking the short cut instead of going around Cape Horn. Perhaps this vexed question may be adjusted before the canal is completed. This is quite possible so far as Great Britain, which holds an exceptional position, is concerned.

In a signed statement Col. George W. Goethals, builder of the Panama Canal, reviewing the situation, says that during the year 1912 the Gatun dam was virtually completed and at the close of the rainy season Gatun Lake had risen to a height of 57 feet, or within 30 feet of the maximum which it will be allowed to attain. The dam held back this volume of water without any leakage. During the year a total of about 30,000,000 cubic yards of material had been removed from the prism of the canal, and of this amount about 5,000,000 cubic yards was due to slides in the Culebra cut. No serious trouble was anticipated from slides after the canal was completed.

"There remains," adds Col. Goethals, "to be excavated for the canal and various accessory projects in the Atlantic and Pacific entrances about 24,500,000 cubic yards, but of this amount less than 5,000,000 cubic yards needs to be removed before the canal can be put in use. It is hoped that the last steam shovel can be taken out of Culebra cut by July 1, when the dike at Bas Obispo, which holds the water of Gatun Lake out of the cut, will be blown up and the water will flow into the cut and through Pedro Miguel lock into Miraflores Lake. Whatever excavation then remains to be done will be accomplished by dredges. Less than 5 per cent. either of the total excavation or of the concrete laying in the locks remains to be done. At the present rate of speed both will be finished and all the gates and machinery for one set of the double locks will be installed by September, 1913. I hope to be able to put the first ship through about that time, as the lake should be at proper height for this purpose, and if one can go any number can. The range lights, buoys and other aids to navigation will all be placed and in working order. The 'ifs,' however, are the completion of the lock gates and the slides in the Culebra cut, either of both of which may upset the programme outlined."

Col. Goethals has done on the Panama Canal. It is largely due to his executive ability that the "big ditch" has made the steady progress towards completion. Before his appointment many difficulties were encountered which led to considerable delay.

THE HOUSEWIFE'S RESPONSIBILITY.

Mr. James J. Hill is never satisfied unless he is doing something. Having resigned the direction of the great railway system he created, Mr. Hill has taken to considering the question of the high cost of living and the causes leading thereto. Mr. Lawson, the Boston stock jobber, lays the responsibility for the dear loaf at the door of the trusts. Mr. Hill does not approve. He is of the trusts, and in a recent magazine article endeavors to throw the responsibility on housewives, of whom he does not seem to have the highest opinion.

In one of his flights he contends that the average wife fails to make the best use of her purse, being tempted by marked down prices into buying in a haphazard fashion. "The tendency of the average woman," he says, "is to buy everything as cheaply as possible. It is the worst kind of economy. It is difficult to convince a housewife of this fact, but when she once realizes it she is on the true road to making money."

Mr. Hill believes the same principle that governs a transcontinental railway in buying steel rails ought to govern the housewife in her purchase of beefsteaks—not how cheap, but how good. "There is nothing more important in the life of this nation, or in any other nation," he adds, "than the pocketbook of the wife." This sentiment will appeal to married men generally as not far removed from the truth.

Current Comment

In Eulogy of the Safety Razor.
(Christian Science Monitor.)

How things have changed! Now a man can stand in front of the glass, or even without it, and with the little safety razor in his hand he makes stroke after stroke, like an artist that is painting a beautiful picture, like a Pygmalion with a stubby Galatea. Out of the soap emerges the rosy face of a man that can now face the world, a shaven and happy man, whose countenance has not been riven with sundry channels and grooves and that has been without fear. By such evidences in the ingenuity of man shown to the world and the advance of better methods is marked. We would not be misunderstood; we are conducting no campaign against the old razors and none for the new; we simply chant the lay of them that lacked manual dexterity until they were cheered and reformed by the safety razor.

No Men for Fishing Fleet.
(Montreal Gazette.)

One hundred New England fishing vessels have been forced to lie up for the winter on account of the scarcity of fishermen. It is reported to be harder to secure a full crew than ever before. Seemingly a life on the ocean wave is not to the liking of the workers generally of this continent.

The Moral Effect.
(Christian Guardian.)

The moral effect is after all the most important. The gift of three battleships may be only a small thing relatively, but it will show the world that Canada recognizes that she is in deed and truth part of the Empire, and that she is preparing to do her share in defence of that Empire.

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REIGN OF DYNAMITE ENDED FOREVER

(Mail and Empire.)

It was in February last that the United States government presented evidence to a grand jury implicating more than 60 union men in a charge of conspiracy, and a few days later, on a telegraph signal, the accused men were arrested. When the net was hauled in, it was found that 54 union officials had been landed. On the 1st of October last the trial began at Los Angeles, and McManis furnished a sensation by pleading guilty and turning state's evidence. Three of the defendants were discharged, and the result of the trial of the others shows that the government made few mistakes in its indictment, and that its detective work was well done. Thus ends the most remarkable trial of many years, and one to which the trial of the Camorri at Palermo is the only modern parallel. Historians may be able to look back upon it as the last great fight between law and organized lawlessness on the part of unionism.

A Remarkable Jury.

There are two or three points of unusual interest about the trial that has just ended in Indianapolis. All the time it lasted the cry was raised that the real dynamiters were the capitalists, and that they had "framed up" innocent unionism. In this case, however, the evidence was so clear and in the case of the McNamaras, it has been proved beyond doubt that the organized gang of union leaders conspired to terrorize capital. Even President Gompers cannot dispute the fact that there was no disagreement of the jury is another remarkable circumstance, for with so many defendants upon trial, and such a mass of evidence to be digested, and with great legal talent employed in the defence, it is wonderful that at least one man on the jury could not be persuaded to entertain a doubt of the guilt of all the defendants but two. This is partly explained by the fact that the jury was composed almost exclusively of farmers who had no particular prejudice in favor of unionism.

Seven Years of Dynamite.

The reign of intimidation and destruction by dynamite in the Summer of 1906, when some of the explosive was found near a job on which non-union workmen were employed in New Haven, Conn. The use of the explosive proved unusually successful, for the dynamite workers could not be induced to risk their lives in plants where dynamite was likely to be used. In several cases a mere hint that there would be an explosion was sufficient to cause a plant to shut down, and by this means the striking unionists were able to win several battles in short order. How long the work of distributing dynamite to the industrial revolutionists is not known, but in a very short time the International Iron Workers had formed what was virtually a dynamiting branch, with headquarters in Indianapolis, and in the charge of John McNamara, the secretary of the union. Under McNamara's direction the work of dynamiting became so bold as to alarm the whole country, and the McNamara trial was the work of two or three experts traveling from the Atlantic to the Pacific became well grounded.

Turning State's Evidence.

Detectives were placed upon the trail and a powerful organization, known as the National Erectors' Association, was formed. It was composed of large contractors who thus banded together to combat the conspiracy. It is known now that the three dynamite experts were James McNamara, brother of John; Orrie McManis, and Herbert S. Hookin, formerly secretary of the Structural Ironworkers' Union. The confession of McNamara, primarily that led to the conviction of the conspirators, and to the arrest and imprisonment of the McNamara family. The story of how Burns tracked down the McNamara after the destruction of the Los Angeles Times building is still fresh in memory. The outrage upon the Times building, in which 21 persons were killed was inspired by the hostility of the newspaper to unionism in California. It shocked the whole country.

Kept Incriminating Letters.

In the McNamara trial the confession of the brothers prevented a lot of evidence being made public. It is now known that the union allowed McNamara \$1,000 a month for the purpose of hiring dynamiters. His instruction to McManis and Hookin was to always make the dynamite as heavy as possible. In the present trial the fact was brought out that McNamara expressed little or no regret at the death of the 21 people in Los Angeles, and that he had in fact been greatly disappointed that General Harrison Grey Olla, the proprietor of the paper, was not included in the list of the slain. Most of the men who are now on their way to the Federal prison were convicted by the discovery of letters they had written to McNamara. Many of them never saw a stick of dynamite, but coolly wrote McNamara suggesting that a certain plant should be dynamited with no more caution than if they were ordering a suit of clothes. From the fact that McNamara did not destroy these incriminating letters as soon as he received them, a plea of insanity might have been built up for him, or it may be that he wittingly preserved this evidence of the guilt of others in order that they would all have a keen interest in protecting him when the time came.

NEWS FROM THE CAPITAL

Special to The Standard.
Fredericton, Jan. 2.—A meeting of the provincial government has been called in this city for next Tuesday. The York party council will hold their semi-annual meeting next week commencing on Tuesday. A new war den will be elected. Councillor Wm. R. Fawcett, of Southam, is likely to be the choice.

J. W. Scovill, Howard M. Murdoch

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"PROSPEROUS NEW YEAR."

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St. John, N. B., Canada, January 1st, 1913.

and M. N. McCormick, of St. Stephen and George D. Grimmer, A. B. O'Neill and Frank Kennedy, of St. Andrews are applying for incorporation as Canadian Stores, Limited, with a capitalization of \$20,000, to carry on a general mercantile and transportation business together with public entertainments of all kinds including moving pictures and theatricals. Peter P. Russell, Thomas Burton, D. G. Hanson, H. J. Burton, Charles Horsnell and H. Nelson Boyd, of St. Andrews, are applying for incorporation as the Quoddy Coal Company, Limited, with a capitalization of \$9,900, to carry on a general fuel and transportation business. A pretty wedding took place last evening at the home of Mr. and Mrs. Joseph Norrad, at Bloomfield Ridge, Parish of Stanley, when their youngest daughter, Miss Christal Norrad, was united in marriage to Clair M. Young, son of John A. Young, M.P.P. of Taymouth. The ceremony was performed by Rev. W. R. Pepper, Mr. and Mrs. Young will reside in Fredericton.

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NEWS FROM DALHOUSIE

New School for the
El River — T
Fox Farming
sonal News.

Dalhousie, Jan. 2.
O. H. Lumsbury, of
starting a fox farm at
on the land of John
It is understood that
be established by the
ment for the benefit
the Indian reservation
Mel River, Regt. Co.
Miss Mollie Ebbott,
for a nurse in Mont
her vacation with her
Ritchie.

Gregor McKensie
P. Q. is spending a
parents Mr. and Mrs.
Mr. and Mrs. Har
Jacques River, spent
McMillan's parents,
J. E. Stewart.

Mrs. Murchie, of
her daughter, Mrs. C.
Mrs. John McNeill
spending the winter
home in New Carlisle
Capt. Chas. Poyvel
vacation with his fa
H. S. Mossman,
his wife and fam
Christmas holidays.

and family spent
Mrs. Mossman's pa
and Mrs. Kirk, at
family leave for the
at the house of the
Mr. and Mrs. Will
family are spending
friends and relatives.

G. R. Gendreau, of
new branch of the
Orlo Cook has as
well understood that
doing a good business
large business com
menced to transac
through this bank.

Mrs. John McNeill
Co. is the guest of
Fred Young.

The breakwater
main land with li
about completed af
structing by T. F.
St. John in charge
completed will be
the harbor.

Mr. and Mrs. J.
family are spending
friends in Bathurst
H. McKoy, of T.
Co. has returned a
of operations hav
coming who will
on leave. Mr. G.
some time with rel
C. Burden, of
guest of Sheriff S.
Stewart.

The carnival he
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the Mayor, Mr. M
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celebrated by Rev
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From her late
James street, the
Elizabeth Gage to
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MacVie's officia
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in Fernhill.

The funeral of
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