

The Standard

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ST. JOHN, N. B., FRIDAY, NOVEMBER 15, 1912.

THE CONTRIBUTION OF THE MALAY STATES.

The patriotic gift by the Federated Malay States of a super-Dreadnought to strengthen the British Fleet has been welcomed with enthusiasm in the Old Country. This loyal action by the people which inhabit the Malay Peninsula in further India is a striking indication of their conviction that under the British flag their liberty is secure and that it is their duty to join with the other States of the Empire in contributing their share to the maintenance of the Empire.

The vote passed by the Federal Council, amounting to nearly \$11,000,000, was carried by acclamation. Payment for the cost of construction of the battleship is promised, if possible, within five years. This contribution, as the London Telegraph describes it, is "the most remarkable demonstration of attachment to the British Crown on record."

The significance of the gift and the loyalty which prompted it are appropriately referred to by the Telegraph. It says:

"These States are not even Crown Colonies. They are merely under British protection. Now, when the Power which gave them peace is challenged, these States spontaneously come forward with an offer of help which not only redounds to their credit, but which is a unique testimony to British rule."

"As such it will probably leave a deeper impression on the record of our times than any act of loyalty in the whole span of British and Colonial history."

There are four States in the Malay Federation, Perak, Selangor, Negri Sembilan and Pahang, with a population at the last census of 1,035,933, of which 3,284 are Europeans and Americans. Their area is about equal to that of New Brunswick. The annual revenue, according to the Statesman's Year Book, is approximately \$3,000,000 with no public debt. The excess of revenue over expenditure in 1910 was \$240,000. The States are prosperous and progressive. They have 1,910 miles of telegraph lines, 225 miles of railway, including installed cart roads, 225 miles of railway, including installed cart roads from Penang to Singapore. The whole cost of railway construction has been met from revenue. There are upwards of 1,500 miles of telegraph and telephone lines in use in the country under the Post Office Department.

Their forests produce much excellent lumber; the total quantity taken in one year on which royalty was paid was 330,430 tons, with an additional 276,000 tons for use in the mines. The total area planted with rubber trees in 1910 was 245,800 acres and with coconuts 130,300. The number of rubber trees is returned at over 41,000,000. Mining is a profitable industry and in the year under notice 16,767 ounces of gold were produced. The export of tin is valued at \$2,663,449 and many other minerals, including iron, copper and coal, are mined in large quantities. The trade for the year, excluding bullion and specie, amounted in imports to \$7,844,400 and in exports to \$11,928,490. From these facts it would appear that the Malay States, while they may be designated as "little," fill an important place in the commercial life of the Empire. Their contribution shows that they appreciate their prosperity under British protection and with the revenue at their command are prepared to demonstrate it.

It can be well understood that this gift of a Dreadnought, as the despatch from London states, was "unsolicited," and came as a surprise to the British Government. The Mother Country is not begging for contributions from her Dominions and Dependencies Overseas. But the true spirit of loyalty which prompted it and the advantages which will accrue from an addition to the British Fleet at this time of emergency have been promptly recognized. Mr. Harcourt, the Secretary of State for the Colonies, accepted "with deep gratitude on behalf of the United Kingdom, the generous offer of a first-class armored ship by the Federated Malay States." The Admiralty agree that the ship shall be entirely additional to the British programme. It will be built in British yards to ensure its earliest possible addition to the Empire's forces.

INTERNATIONAL CONSERVATION OF FISHERIES.

It is satisfactory to note that the protest of British fishermen against trawling for herring in their home waters, recently referred to in these columns, has been productive of results which may lead to concerted action by the countries interested to check the depredations of the trawler, and through which both the Canadian and United States fishermen may materially benefit. Following the recent meeting at Great Yarmouth, at which it was decided to ask the British Government to take action, a deputation of fishermen waited upon Mr. Walter Runciman, President of the Board of Fisheries, stated their case and in the light of the evidence produced, received the assurance that an effort would be made by the Government to prohibit or at least control herring trawling by international agreement.

A report of the conference between the deputation of fishermen and Mr. Runciman in the London Times is quoted by the Boston Transcript and indicates, as that journal pointedly remarks, that they "effectually stirred things up." The fishermen asked nothing less than the prohibition of trawling for herring. And a member of the Government who suggested that alteration of the mesh might serve only drew a reaffirmation. "Again the evidence offered," says the Transcript, "recalled strong testimony against the steam trawlers on our own coast." One skipper told of a catch of 1,300 boxes of fish of which only 150 boxes were landed, the rest of the fish being too immature to be marketable. A Dutch fish-boat master present at the meeting said he had been surrounded at the quantity of fish thrown overboard. There was no evading the evidence. Neither was any disposition to do so manifest on the part of the Government; the question became merely one of procedure. Obviously, as Mr. Runciman pointed out, any action would need to be international, since merely national restrictions would leave the herring fishery a prey to foreigners. But this international agreement the officials pledged themselves to attempt.

The question was of sufficient importance for the

London Times to treat it in a leading article, from which it is gathered, as the Transcript points out, that Great Britain stands in relation to the herring fishery virtually where the United States and Canada stand in relation to the fisheries of our own coast generally. It is time to restrict; the only question is to the extent and the method of restriction. Incidentally the Times admits that "the magnificent bottom fishing of the North Sea is showing signs of deterioration by the wholesale removal of immature fish." Which is conceding a great deal—for the Times, comments the Transcript, "It is precisely this deterioration of our own off-shore fisheries that the present governmental investigations by the United States and by Canada have been undertaken with a view to prevent."

That the British herring industry is already committed to steam we may infer from this conciliatory sentence in the Times: "We cannot in the face of the whole trend of modern industry forbid the introduction of machinery into the herring fishery." The Transcript on this point argues that "though trawling cannot be stopped, there is no reason why it should not be regulated by international agreement. Luckily the fisheries of this coast are not committed to the use of the beam and otter trawls which have admittedly devastated the North Sea bottom."

The larger aspect of this conservation of the fishing grounds is recognized by the Times:

"There is plenty of evidence that commercial greed is often very short-sighted, and that competition for the golden eggs easily leads to the killing of the goose. . . . It behooves us, therefore, to be doubly careful to run no unnecessary risk. In any case, it is safe to say that sheer wanton waste is a thing which civilized communities ought to stop if there is so much as a possibility that it may impair a valuable food supply."

"If this powerful British organ," says the Transcript, "could afford to be perfectly frank, it would probably admit (what is in the back of everyone's head during these discussions) that Great Britain would be glad if it might be back forty years at a point where it could restrict the use of the destructive beam and otter trawls in the fisheries generally; at the point, to be precise, where the United States and Canada now stand."

The significance of the decision of the British Board of Fisheries to endeavor to secure an international agreement lies in the fact that the fishing grounds on this side of the North Atlantic are being depleted to a great extent by fishing fleets controlled by British and French interests and hitherto no international agreement has been possible. Negotiations during the past year, conducted by Mr. Hazen, indicate that both the Dominion and the United States Governments are prepared to take steps to regulate steam trawling. If the British Government now see the advantage of regulating trawling in their home waters there are strong reasons for assuming that restrictions can be extended to cover the fishing grounds frequented by fishermen of the Maritime Provinces and the New England States.

THE RETIRING AMBASSADOR.

In an appreciation of Mr. James Bryce, who is resigning the position of British Ambassador at Washington, the Toronto Mail and Empire makes an interesting reference to his position in relation to the Reciprocity negotiations. "When Mr. Bryce obtained leave of absence to visit Australia," it says, "and make a study of conditions there, it was surmised that he would soon retire. He did, however, return to Washington, and for some months he has been applying himself to his official duties there. His position at that time was well defined. He had been made by the President's publication of a confidential letter written to Mr. Roosevelt, in which was imparted the information that the object of the Reciprocity Agreement then being negotiated with Canadian Ministers in touch with Mr. Bryce was to make Canada only an adjunct of the United States. The conduct of the President in publishing that letter well served the strictures passed upon it by Mr. Roosevelt as a 'breach of confidence and as a piece of offensiveness to a friendly country.' It was shortly after the adjunct letter was published that Mr. Bryce took his departure for Australia. A man of more hasty temper would have resigned and left Washington for good."

"To Mr. Bryce the United States was something closer to Britain than any other foreign country could be. He had a warm admiration for, and a deep interest in, the people of the United States long before he went to Washington as Ambassador. His book, 'The American Commonwealth,' could hardly have been more complimentary to that country and its institutions had it been written by an American citizen. It was somewhat unfortunate that in that work he had recorded his opinion that Commercial Reciprocity between Canada and the United States could not but tend towards closer political relations between the two countries."

Current Comment

Bank Mergers.

(Toronto World.)

The United States Investor, in the role of a candid friend, warns the big banks of New York against more mergers and increased centralization. The important mergers now in progress and the gentlemen's agreements between some of the big banks in the past, in the opinion of The Investor, furnish some reason for the agitation against the "money trust" and will reinforce public opinion in its stand against the branch bank system. Bank mergers in Canada may in the end influence public opinion here against the present system and lead to an agitation for a State bank and independent local banks. Our people begin to fear the growth of a "money trust" in Canada.

Municipal Rights.

(Toronto News.)

Meantime every Canadian municipality which has dealings with a federally incorporated company, will be satisfied at Mr. Borden's attitude in regard to the ownership of public streets. Certainly municipalities should have control of their own thoroughfares and public places. In the past few years the defence of this right has necessitated many delegations to Ottawa and many battles against aggressive private interests.

Great Britain's Ally.

(Montreal Gazette.)

The new French battleship *Theophile Dode*, which ranks among the super-Dreadnoughts, has just been launched, having had the keel laid in August of last year. This is a record that would do credit to an English dockyard. In the combinations of European powers, for preserving peace, or for other purposes, the side that has France with it will have material as well as moral weight at sea.

Politics in the West.

(Moose Jaw News.)

In this Province when printed voters' lists are used they are packed against Conservative candidates; the names of hundreds of aliens being included which cannot be removed. When printed lists are not used, and a Conservative candidate triumphs, a despicable returning officer juggles him out of the seat.

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NO GOOD REASON FOR NOT RAISING MORE SHEEP HERE

Report of Commission Appointed by Dominion Government Shows that Objections Raised Can be Overcome.

The report of the commissioners appointed by the federal government to investigate the wool and mutton industries of Canada has just been published. In regard to conditions in New Brunswick the commissioners say in part:

The reasons stated for not keeping sheep were very similar to those reported in the two previous chapters, viz.—dog, fencing, dairying and insufficient help. When carefully looked into, none of these reasons presents a sufficient excuse. The true reason is the entire absence of education in sheep husbandry and of information about the value and profit of sheep raising.

First, we look into the dog excuse. The province has a fairly good dog law, but it is not enforced. In many ways it resembles the Nova Scotia dog law, and is even more drastic in some respects because it gives the farmer full power to shoot any dog at sight, even if he should only be trespassing. If the existing law were strictly enforced the dog nuisance would disappear in a few months. The law is unfortunately, under present circumstances, in the people's own hands, and although they complain bitterly of their serious losses, they do not realize the importance of sheep raising, otherwise they would combine, and demand that the local authorities enforce the law rigorously.

Until the farmers are educated to take more interest in live stock generally, and sheep raising in particular, it would be better for the Legislature to see that the law is enforced over the whole province.

While each municipality is allowed the option of creating the dog law, or setting it aside, it will always be practically impotent, and no good results will accrue. The present losses from sheep worrying are now so serious that education in sheep husbandry would be not only hampered but ineffectual, as losses at the very commencement would continually discourage farmers. At one of our meetings it was stated that a few years ago 500 sheep were killed in one season in the neighborhood of Woodstock.

Although the losses in this province are heavy and particularly discouraging, the same conditions prevail over all the Maritime Provinces. Nothing but education in sheep husbandry on the one hand, and the co-operation of the provincial authorities on the other, will end this disastrous failure to one of the most important branches of agriculture, and the very one most needed at present in the Maritime Provinces.

The next excuse was fencing, but there is less reason for poor fences in this province than in the others. Although "pole fences" are now out of date, they can be constructed to effectively stop sheep, and there are few farms in New Brunswick where the material for pole fences is not available. Such fences however, are not dog proof, and many farmers as possible should be encouraged to erect woven wire. The barbed wire now used on many dairy farms should be discouraged wherever general live stock is kept.

Dairying is certainly a counter attraction to sheep raising in several districts, and while some dairy farms are profitable others are scarcely remunerative. Losses on the advantages of dairying have resulted in some farmers taking it up when their local situation was not favorable for making it a specialty. Lectures on sheep raising would in this way, soon arouse interest in this industry, and there are few farms in New Brunswick where farmers would not find it more profitable than any other branch of agriculture.

Insufficient help is the weakest excuse of all, for although sheep require attention and intelligence, they require less labor and less expense than any other branch of live stock.

PROMOTION FOR OLD WEST ENDER

W. A. Brown Becomes General Superintendent of Canadian Northern's Eastern Lines.

Western despatches say that W. A. Brown, formerly of Carleton, has been appointed general superintendent of the Canadian Northern's eastern lines with headquarters in Toronto, and that it is expected he will take up his new duties in about three weeks. Mr. Brown left St. John about 30 years ago and was in the service of the C. P. R. up to 1902 when he entered the employ of the Canadian Northern. His mother, Mrs. David Brown, is still living in Carleton, as is his brother, Walter B. Brown, trainmaster and dispatcher of the C. P. R. A Gordon Ramsay of St. John is a cousin.

Mr. Brown has been in railway work in the west ever since he left St. John, and latterly has been a superintendent of the Canadian Northern, with headquarters at Edmonton, but declined to accept it preferring to stay with the Canadian Northern.

It is interesting to note that the creation of the position of the superintendent of the eastern lines of Canadian Northern has become a frequent development in the way of the extension of the company's system in the east, and as it is reported that Mr. Brown will become a frequent visitor to his old home and assist in the progress of his native city.

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ASK FOR BRIDGE TO NEW SUB-DIVISION

Yesterday the city commissioners were waited upon by J. W. K. F. A. Dykeman and Mr. Tobin, who requested the city to influence with the Railway Commission to get a bridge for the Alexandria street over the C. N. tracks to the subdivision known as Alexandra Heights. They suggested that the city should pay the costs of the bridge. They also asked the city to extend the water sewer system to the subdivision. The commissioners promised consideration.

"THE WALLS OF JERICHO"

Tonight at the Opera House theatre-goers of St. John will have an opportunity of seeing the Harkins' players in the great drama "The Walls of Jericho" famous by James K. Hackett. Mary Hackett's daughter, the evening Douglas Fairbanks' success, "A Gentleman of Leisure" dealing with the lives of the tennant burglars of New York.