

The Standard

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ST. JOHN, N. B., FRIDAY, JANUARY 31, 1913.

MR. HAZEN VINDICATED.

The pertinacity with which Mr. Pugsley and his organs assail Mr. Hazen because the Borden Government did not accept Sir Wilfrid Laurier's naval policy is the best evidence of the growing popularity of Mr. Hazen in this constituency. Mr. Pugsley and his organs have at last come to realize that not only was the Liberal party very seriously divided in 1911 but absolutely rent asunder in 1912. The responsibility for this condition of affairs is sought to be laid at the door of Mr. Hazen, and, consequently, the vicious attacks made on him in the Telegraph and Times at the behest of Mr. Pugsley during the past few days.

What Mr. Hazen has done to Mr. Pugsley during recent years may be briefly summarized. First, in 1908, he defeated the Local Government which Mr. Pugsley installed in office when he entered Federal politics. Then came the Central Railway exposures and the laying bare of the wretched mismanagement of provincial affairs by a Government of which Mr. Pugsley was one of the leading spirits and for a time its leader. Finally, when Mr. Pugsley thought himself safe in the saddle at Ottawa for years to come, came the downfall of the Government of which he was a member and the retirement of Mr. Pugsley to a seat on the Opposition benches.

These were a few of the things Mr. Hazen did to Mr. Pugsley and now that it appears certain that at the next general election the people will relegate Mr. Pugsley to private life, thereby completing the good work of Mr. Hazen and his colleagues, Mr. Pugsley is doing his best with the assistance of his organs to avert the calamity.

In his latest effort in this direction Mr. Pugsley charges Mr. Hazen with operating against the interests of St. John in not accepting the tender of Cammell, Laird and Co., which he says was the lowest for the construction of warships in Canada. These ships Mr. Pugsley declares were to be constructed in St. John because Cammell, Laird and Co. stated that it was the best site for carrying on such work, and to prove his assertion produces the tender and letter of the contracting firm. The great fault to be found with both tender and letter is that Mr. Pugsley has been unable to produce any official document showing that if the Laurier Government had accepted the tender, which they did not, they would also have accepted the choice of the site for their plant selected by Cammell, Laird and Co. If there is any such evidence extant Mr. Pugsley in justice to himself and to disprove the charge of misrepresentation made against him should produce it.

As it is now his statement is directly contradicted by Sir Wilfrid Laurier, who has stated openly in a speech in the House of Commons that the ships were to be built in Montreal. And to make the contradiction even more positive the statement of Sir Wilfrid was made after that of Mr. Pugsley that St. John was the site selected. What is worst of all, for Mr. Pugsley, is the fact that Sir Wilfrid spoke with the authority of the Leader of the Opposition, while Mr. Pugsley's assertion was made in the hope of influencing votes in the last provincial election, and his motive for renewing the controversy is the same as when he first made it.

The Borden Government had perfectly good reasons for abandoning the Laurier naval policy. First, the Laurier Administration made no move whatever to accept the lowest tender for the construction of war vessels although the tenders were received over five months previous to the election, and before an appeal to the people was thought of. Mr. Pugsley has not explained this delay. Then there were the reports of the naval experts, not to this Government, but to the Laurier Administration before they went out of power. Reporting on September 20th, 1911, Commander Roper, chief of staff, said:

"As is well known a naval service is composed of a large number of items which all dovetail and all of which go to make up the whole. If, therefore, all these items are not simultaneously proceeded with the structure must become unstable and ultimately collapse."

Continuing Commander Roper says:

"This, at present, is what is occurring with regard to the Naval Service of Canada."

"A programme having been drawn up, it was adopted by the Canadian Government and embarked upon in the early part of 1910. From that time up to the present it has only been proceeded with piecemeal and items have, from one cause and another, been postponed and again postponed, until at last a point approaching stagnation is being reached, and all the most undesirable features such as uncertainty, delay and unnecessary expense are being produced."

"The only vessels belonging to the Naval Service of Canada up to the present, are the two cruisers Niobe and Rainbow, whilst four cruisers and six destroyers have been authorized by Parliament."

"So far back as August of 1910 it was announced that these vessels would be built by contract and that tenders would shortly be called for. It is now the last half of 1911 and the contract has not yet been awarded."

"The conditions are that the first cruiser is to be delivered in three years from the date of signing the contract, whilst the total of four are to be completed in six years from that date."

"On reference to the Admiralty return it is found that the Plymouth type of cruiser which is similar to the type to be built by Canada was launched in 1910, and is now ready to be commissioned. The earliest that the first cruiser for Canada can be expected, supposing the contract to be awarded without further delay is the latter part of 1914; in other words this type of vessel will be four years old before it is completed, whilst the last will be seven years old, and rapidly approaching the stage of obsolescence."

Admiral Kingsmill, Director of the Naval Service, is also on record in condemnation of the late Government's policy. He prepared a memorandum on the naval situation in October, 1911, in which he said:

"Owing to the rapidity with which designs change it is anticipated that, if it takes six years to complete the programme, the ships will be out of date before they are completed."

Admiral Kingsmill added:

"In the short period which has elapsed since the present designs were adopted, the typical destroyers have increased in displacement and the machinery arrangement has been redesigned, which may make it

desirable to negotiate with the firm who undertakes the work for an improved destroyer."

Surely these were good enough reasons for the present Government abandoning the naval construction programme of the Laurier Administration. And in doing this what other course was possible than to return the deposits of the tenders? In adopting this course the Government were acting in the best interests of the country. Mr. Hazen's action did not prevent St. John becoming the seat of a naval shipyard as all the evidence goes to show that had the Laurier Government remained in power, and if shipbuilding had commenced, the site for the first shipyard would have been in Montreal. This, at all events, is the statement of Sir Wilfrid Laurier, and he is the only man in Canada who can speak on that subject with authority.

THE PANAMA CANAL AND IMMIGRATION.

In anticipation of the opening of the Panama Canal the report comes from London that the European steamship companies are fully awake to the profit of developing the Pacific coast as a field for immigration. It is their expectation that the opening of the canal will lead to a large expansion of their business, especially in the conveyance of passengers from Europe to the western shores of the United States and the Dominion. According to the London Daily Chronicle all the companies interested in the route have made a thorough investigation of the facilities available at likely ports of call, and many harbor improvement schemes, involving a huge expenditure, are in progress. It is understood that two of the German lines have already decided to carry passengers from Hamburg, Bremen, Cherbourg, Plymouth, Genoa and Naples to San Pedro, San Francisco, Seattle and other Pacific centres at rates which will be the same as those at present charged to New York, except for the addition of a very small amount to cover the canal dues.

It is unlikely that this expansion will adversely affect immigration through St. John. There will always be a large influx of immigrants through Atlantic and St. Lawrence ports, but it forebodes increased immigration to British Columbia, from which that Province is fully entitled to benefit. Discussing the Chronicle's statement the Boston Transcript takes a broad and generous view when it says that the East will not grudge these homeseekers to the West. For the United States the opening of the canal will bring the "sunset slope" within reach of the immigrant by the easiest, the cheapest and most direct route. Italians and other peoples of Southern Europe are expected to make their homes on the Pacific in large numbers.

Hitherto the entrance of European immigrants at Pacific ports in the United States has been, what the Transcript terms, "about as frequent as the appearance of serpents in Ireland." In the fiscal year ending June 30, 1912, the total number of immigrants was \$38,172, and of these there entered through the customs district of New York 605,151, through Philadelphia 43,749, through Boston 38,782, and through Baltimore 21,667, while the number that landed at San Francisco was only 3,953, and there were not European, but Asiatic. These last figures do not represent the whole Californian immigration. There were almost 25,000 more immigrants whose destination was California, and there were 4,138 who went to Oregon and 11,382 to Washington. Thus it appears that some 40,000 people entering the Atlantic ports travelled overland to the Pacific States. The railroads in the States may lose this traffic when the Panama Canal is opened as the advantages offered by the new route are sure to increase the number of homeseekers on the Western shore.

On account of their warm climate the Southern Pacific States will naturally appeal more strongly than British Columbia to immigrants from Southern Europe, but the people of the Pacific Province will probably not suffer any regrets over this fact. The climate of British Columbia more closely resembles the climate of the Mother Country than any Province in Canada. A new field will be opened to the British immigrant by the Panama route at reduced cost. There is room enough in the Dominion for every settler who comes. Immigration to New Brunswick is increasing every year and there will be no disposition to begrudge the Pacific Province the further addition to her population which now seems assured.

Current Comment

Concerning Colds.

(Ottawa Free Press.)

You do not catch cold, certain eminent doctors inform us from time to time. What you catch is a microbe when someone else sneezes or coughs, or even talks, thereby distributing his malady within the statutory radius of his maledictive activity. Wherefore, the man with a cold should be shut up, as it were, behind his pocket handkerchief. But then what is to be done with the handkerchief? It is a difficult life—and the final absurdity is that no doctor has ever discovered how to cure a cold.

Culture in the West.

(Montreal Gazette.)

Regina is to have a symphony orchestra, says a press despatch. The news indicates that the culture belt is extending in Canada. It is only a question of time now before the flannel shirt and the wide-brimmed hat will be driven to take refuge in melodrama or in the moving picture factories. The Saskatchewan city is threatened with the silk hat, the dress suit, the boiled shirt, and perhaps the monocle and the one-piece fete. And nothing the Westerners can do will stay the advance.

A Great Country.

(Boston Transcript.)

All the world is invited by Scotland to celebrate the tercentenary of logarithms, the invention of that redoubtable Scotsman, John Napier. It has been the distinction of Scotland to smooth the physical as well as the intellectual ways of the world, the latter by means of Napier's logarithms, the former by methods suggested by those eminent road-builders, McAdam and Telford.

"Con"genial George.

(Toronto Star.)

Hon. George Ham, of the C.P.R., was in the city on Wednesday and stated to a group of acquaintances that he had recently visited Orillia, and that he thought Orillia, next to Medicine Hat, was the liveliest town in the country. However, there was a big fellow from Medicine Hat in the group and a slender man from Orillia, and nobody from Galt.

Royal Sportsman.

(Toronto Mail and Empire.)

The Prince of Wales scored the only goal in the soccer game for his college, Magdalen, against the Keble College seconds on Friday. The Prince is said to be a very fine cross-country runner. The Royal family has a fair average of sportsmanship. King George has the reputation of being one of the finest wing shots in Europe.

Motorists and Roads

(Victoria Colonist.)

The Toronto News is responsible for the suggestion that motorists should be taxed for the upkeep of the roads. Why not? In England there is a graduated revenue tax which the owners of motor cars have to pay, the amount being regulated in proportion to the horse power.

NEWS IN SHORT METER

LOCAL.

Suburban Street Railway.
It is announced that a bill will be introduced at the next session of the legislature for the incorporation of the St. John Suburban Railway Co. with power to operate in the city and county of St. John.

Kindergarten for Straight Shore.
A Free Kindergarten Association has decided to open a kindergarten on the Straight Shore, in the Murray street mission building.

Accidentally Shot.
The sad news of the accidental shooting of John Savary in Regina, Sask., reached the city yesterday. The late Mr. Savary was a son of Judge Savary of Annapolis, N. S.

Objects to Repeal.
At the last meeting of the Charlotte County Council a petition asking a return to the old cattle regulations was vigorously objected to by M. N. Cockburn, K. C., on behalf of Percy W. Thomson, of this city, claiming that the petitioners were attempting to pasture cattle at Mr. Thomson's expense. The petition was granted.

Had Fine Voyage.
The Allan liner Lake Erie, Captain Carey, arrived in port yesterday morning at seven o'clock, after an excellent passage. She had on board 192 passengers, 62 cabin and 130 steerage.

Killed by Avalanche.
Edward C. Treadwell, son of James Treadwell and nephew of Nathan Treadwell and Mrs. James Stoop, of St. Andrews, superintendent of the Trinity Center Bonanza King mine in northern California, was swept to his death on January 14 by an avalanche of snow.

GENERAL.

Crude Oil Goes Up.
Pittsburg, Jan. 30.—The fourth successive advance in the price of crude oil was recorded this morning when the price was lifted seven cents a barrel.

Connaughts are Leaving Canada.
Ottawa, Jan. 30.—It is announced that the Duke and Duchess of Connaught will return to England in the spring. It is not thought likely that His Highness will return.

In Favor of Woman Suffrage.
London, Jan. 30.—The British Labor party today declared itself in favor of woman suffrage.

Newspaper Men to Jail.
Paris, Jan. 30.—The manager and editor of La Bataille Syndicats were sentenced to five years in jail and to pay a fine amounting to \$600 for advocating the assassination of the King of Spain should he chance to visit Paris.

Will Build Elevators.
Calgary, Jan. 30.—An unofficial announcement has been made that the C. P. R. will erect a system of elevators, each with a capacity of 1,000,000 bushels through the west.

Cold Settled On Lungs.

LEFT THEM IN VERY WEAK STATE.

A cold, however slight, should never be neglected, for if it is not treated in time it will, in all probability, lead to bronchitis, pneumonia, asthma, or some other serious throat or lung trouble. Obsolete coughs and colds yield to the grateful, soothing action of Dr. Wood's Norway Pine Syrup, containing all the lung healing virtues of the Norway Pine tree.

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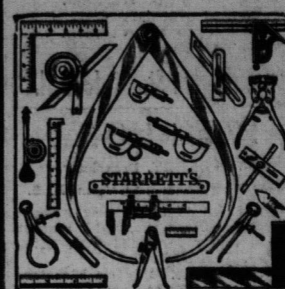
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