

# The Standard

Published by The Standard Limited, 82 Prince William Street, St. John, N. B., Canada.

**SUBSCRIPTION.**  
Daily Edition, by Carrier, per year.....\$5.00  
Daily Edition, by Mail, per year.....\$5.00  
Semi-Weekly Edition, by Mail, per year.....\$2.00  
Single Copies Two Cents.

**TELEPHONE CALLS:**  
Business Office.....Main 1722  
Editorial and News.....Main 1746

ST. JOHN, N. B., THURSDAY, DECEMBER 14, 1911.

## AN EDITORIAL JUBILEE.

Fifty years in an editorial chair is a distinction almost unique in the world of Canadian journalism. The Saint John Globe fittingly celebrates the editorial jubilee of its editor, Hon. John V. Ellis, with an issue of fifty pages, replete with interesting reminiscences, timely articles and illustrations, marking the progress of events in St. John and New Brunswick.

To Senator Ellis sincere congratulations are extended by The Standard on the completion of his fifty years of editorship. The Globe has long been a household word in St. John. The independence of its opinions, the fairness of its criticisms and the enterprise it has shown in the completeness of its news columns bear constant testimony to the ability of the hand which for so many years, through storm and calm, has guided the helm.

"The editor of this journal," wrote Mr. Ellis in the Globe, yesterday, "has been permitted by the grace of Providence to sit for half a century in the chair in which he commenced his editorial life." Readers and friends of the Globe—and the term includes a far wider field than the citizens of St. John—will unite in wishing Mr. Ellis many more years of health and strength in which to wield his trenchant pen.

## FEATURES OF THE PELLETIER BANQUET.

The speeches at the banquet recently tendered to Hon. L. P. Pelletier, the Postmaster General, at Quebec, judging by more detailed reports now to hand, were of greater significance than at first supposed. Much valuable information on the navy question was given to the country, other questions of national importance were dealt with by the Cabinet Ministers present, but, perhaps, the outstanding feature of the gathering was the unanimous sentiment of loyalty to Canada and the Empire, which will go far in removing the impression which Liberals from Sir Wilfrid Laurier downwards, have diligently sought to convey, that French-Canadians who opposed the Liberal policy are renegade in their views and devoid of the spirit of Canadian patriotism.

Mr. Pelletier, the guest of honor, went very fully into the naval question. Referring to the Prime Minister's declaration in Parliament that the whole situation would be carefully studied, the British Admiralty consulted, and the policy of the Government submitted to the people, the Postmaster General said nothing could be clearer, more formal, or more precise than this declaration. Only those who were wilfully blind would not understand it. "We all agreed in a very short time," he said, "that it was unnecessary to consult the people as to whether or not we would abandon a policy which was so unacceptable as that of the former Government."

The shortsightedness and incompetence displayed by the late Administration in formulating a naval policy have never yet been so strikingly exposed as in Mr. Pelletier's quotation from the opinions of Commander Roper and Admiral Kingsmill, who had submitted reports on the existing situation. "We found in the documents which our predecessors left us," said Mr. Pelletier, "some extraordinary statements over the signature of 'Commander Roper—that the Laurier navy was in a state of stagnation; that the delays which the Government placed in the way of the execution of its project had placed the whole matter in the most confused confusion; that already the types of vessels which the Government wished to construct were changing, and that corresponding changes would have to be made in the plans, or the vessels would be useless."

"Now, do you know on what date Commander Roper made these declarations? That date will remain historic. It was September 20, the eve of the elections. One might say that the document was prophetic. He condemned the Laurier Government on September 20, and on September 21, the people condemned it in turn without knowing Commander Roper's address to Admirals Kingsmill. On October 9, the latter made a report to the Minister of Marine in which he concurred in the opinions of Commander Roper. Admiral Kingsmill declared that by the time these warships were constructed they would cease to be of any use."

"In consequence we took the deposits of \$100,000, which the Government had in the treasury and which were placed there by the tenders for the construction of the ten vessels; we returned the money to the tenders and we unanimously closed that ridiculous page in the history of a useless navy, as useless to Canada as to the British Empire."

"We came to these conclusions by the exercise of reason and common sense."

The country drew its own conclusions before the elections as to the uselessness of the Laurier navy. These conclusions have since been confirmed by the Prime Minister and Mr. Hazen in the House of Commons. It remained for Mr. Pelletier to put the finishing touches to the picture. No more damaging evidence could be conceived than these reports of the naval experts. They fully justify the action of the Government in closing, as Mr. Pelletier puts it, a "ridiculous page in the history of a useless navy."

Discussing the Government's policy with regard to the development of the National ports of Canada, Mr. Pelletier emphasized the broad view already taken by Mr. Monk that not only the requirements of one port but of all the ports must be met. "With the present Government," he said, "there is no Quebec Harbor vs. Montreal Harbor, nor St. John Harbor vs. Halifax Harbor. There are business men in the Cabinet who want all these ports to work together for Canada as a whole."

Dealing with the attitude of the Liberal party in the House of Commons, the Postmaster General denounced the Opposition for raising the cries of race and creed. Sir Wilfrid Laurier, he said, had practically told the French-Canadians that they should not elect Dr. Sproule as Speaker, because the latter differed from them in religion. He condemned the attempt of the English-speaking Liberals to create the impression that he and those who thought with him belonged to an anti-British party. The Liberals were trying, he said, to construct on the ruins of the battlefield of religious differences a platform on which national prejudices and religious differences could be placed. It was not in this way that Canadian should construct the great edifice of the future. The Postmaster General closed with an appeal to Sir Wilfrid Laurier to lead his followers in other directions so that all races might work together for the good of Canada.

Mr. Pelletier has already made his mark in Parliament as a man who knows his own mind and is not afraid to speak it. His speech at Quebec will enhance the opinion that Mr. Borden made a wise choice when he in-

vited this eloquent and patriotic French-Canadian to join his Cabinet.

Naturally much interest attaches to the speech of Mr. Armand Lavergne. Sir Wilfrid Laurier had few if any more doughty opponents in the Province of Quebec and Mr. Lavergne came in for his fair share of abuse from the Liberals as a traitor to his country. His traitorous utterances at Quebec will compare very favorably with the expressed opinions of many Liberal orators. In proposing the toast of "Canada," Mr. Lavergne declared that Nationalists well understood that their patriotism had a double aspect. Their first duty was towards the Mother Country, and the second toward Canada. To serve Canada was to serve the Empire. Notwithstanding all that was said during the last campaign concerning the utterances of Nationalists, it was ever their sentiment that Canadians should rally to the defence of the British flag. Speaking of the Laurier navy, he said it would have been of no use either to Canada or to the Empire. If, however, Canadians participated in Imperial wars they should do so as equals. Nobody in this country had the right to change the constitution without consultation with the people. He was convinced that honorable compromises could be made between the two races in Canada. Mr. Lavergne remarked that Mr. Biondi had been accused of disloyalty for saying that the Union Jack was riddled with holes, in order for Canadians to breathe the air of liberty. "I repeat this statement," he said, "but I may say that today one would have to bore holes in the breasts of French-Canadians in order to take that Union Jack."

Impartial judges will not quarrel with Mr. Lavergne's sentiments which display a sound patriotism. The toast to "Canada" was ably seconded by Mr. C. H. Cahan, K.C., who characterized the statements made by Liberal speakers recently concerning the disloyalty of French-Canadians as infamous slanders. French and English Canadians alike, he said, looked forward to the day when they would have responsible representation in higher Imperial affairs.

If there is one man in Canada today whose Imperialism has never been called in doubt by his opponents, it is Col. Sam Hughes, and he was singularly appropriate that at this banquet to his colleague from Quebec, which did much to refute the charge of disloyalty against French-Canadians, the Minister of Militia should have been present and taken a prominent part. In a humorous vein Col. Hughes indulged in a self-styled defence of Ontario Orangemen before his French hearers. He challenged his most bitter opponents to produce one word he had ever uttered against the French race. The attempt to stir up strife in the Conservative party, he declared, had fallen flat. "It takes mighty little religion to make a good Cabinet Minister in my Cabinet," was his comprehensive view of the situation. "I stand to my pledge as an Orangeman to give everyone the constitutional rights they should enjoy." Col. Hughes also made a short speech in French which was heartily applauded.

The need of unity of races in this country was the keynote in the speech of Mr. Martin Burrell, Minister of Agriculture, who hails from British Columbia. What was bad for Vancouver, he declared, was not good for Quebec. He laid stress on the importance of alien races settling in the Northwest being fused and moulded into the common nationality. He remarked that he was the only man in the Cabinet who had the fortune or misfortune to have been born in England, but he did not think that this had made him less of a Canadian. Speaking for British Columbia, Mr. Burrell said that the party misrepresenting Liberalism in that Province had been practically wiped out. Much had been said recently about compromises. No healthy progress could be made unless by such means.

Mr. Nantel, Minister of Inland Revenue, also spoke briefly. In all four members of the Cabinet, one from Ontario, one from British Columbia and two from Quebec made their debut before a Quebec audience in their ministerial capacities. The genuine note of patriotism which prevailed, and the evident sincerity of the speeches, will do much to counteract in the minds of all thinking Canadians the narrow and sectional view of Dominion affairs which Liberals in their extremity have been seeking to create.

## ANOTHER ZIONIST PLAN.

At a recent convention of the Confederation of Jewish Farmers suggestions were put forward for a Zionist plan, quite different from but, perhaps, more practical and hopeful than that which is commonly called by that name. The Zionist scheme, which has interested many prominent and influential Jews, and also enlisted the sympathy of many non-Jews, involves the redemption of Palestine and the restoration of the Jewish people thereto; or, as an alternative, the settlement of the Jews in some other available country of their own. Theoretically and sentimentally, the scheme makes a strong appeal. Practically, it is seen to be beset with many and probably insuperable difficulties, not the least of which are inherent in the Jewish people themselves. The New York Tribune thinks such an enterprise at least a majority of the Jews of the world, and the possibility of getting so many of them to engage in it seems to many thoughtful men too remote for serious consideration.

The suggestion of the convention is that the Jewish people of each country shall establish a Zion of their own where they are or wherever they are permitted to do so; particularly in the United States, where they are perfect by free and where is to be found today a larger number of Jews than in any other country, excepting only Russia and Austria-Hungary. The idea they were forcibly retaining in the condition in which the Middle Ages they shall resume the natural, self-sufficient mode of life which was common to their nation in the years of its independence, prosperity and glory. There can be no question that from the Exodus to the captivity the Jews were chiefly and characteristically a pastoral and agricultural people. It was only when they were denied the right to own land or to till it that they perforce became tradesmen, herded in cities.

The customs and tastes of centuries were destroyed and forcibly replaced by others in years of persecution. It remains to be seen whether they can be restored by reason and by appeals to advantage in a time of freedom.

## Current Comment

(Kingston Standard.)

That was a pretty compliment Earl Grey paid Canada when he declared in London that Canada is "the belle of the Empire ball," and that he is convinced that, like her famous wheat, the Dominion is Number One Hard. It is aptly put—and it means much.

(Ottawa Citizen.)

History in Britain takes a long time to repeat itself. King George is now in India, and the last time a British sovereign left Europe was when Richard the Lion Heart left on his crusade to the Holy Land.

(Bangor News.)

The chap who paid his wedding fee with a bad check is doomed to one of the sizzling vats in that place that ought to exist if it doesn't.

(Atkinson Globe.)

It is surprising how many things man can lose at home with his territory limited to one bureau drawer.

## WORK HAS ALREADY STARTED

Premier Flemming States that One Contractor Has Now 25,000 Ties Ready for Valley Railway.

Fredericton, Dec. 13.—Premier Flemming and the members of the Provincial Government remained in the city today, following their session last evening when the St. John Valley Railway contract was signed, and returned to their homes this evening. The first move to be made by the Provincial Government regarding the project will be to arrange for a conference at Ottawa between representatives of the Dominion Government, the Provincial Government and the St. John & Quebec Railway Company, at which the particulars of the agreement of the Dominion Government to lease the road and operate it as a part of the Intercolonial Railway will be finally arranged, and the lease properly executed.

Premier Flemming expects to leave for Ottawa in this connection soon after the Christmas holidays, and the conference will then be held. "Everything has been agreed upon," he said today, "and all that is necessary to be done is to have it concluded in proper form."

Deposit of \$100,000 Placed. The Premier stated that the deposit of \$100,000 which the St. John & Quebec Railway Company had to make with the Provincial Government on the execution of the contract for the construction of the railway was placed with the Receiver General yesterday afternoon.

To Call For Tenders Soon. President Gould of the St. John and Quebec Railway Company, left for his home today in Presque Isle. "You may say that the work is already in progress," he said when asked when his company would be able to get their work under way. "One of our contractors has got 25,000 railway ties out for us already, and we hope to have 150,000 ties available by the early spring."

"We will open offices both in Fredericton and in Woodstock at once. Mr. Thompson, our chief engineer, will be here with his family in the course of a day or two to take up his residence; another engineer will be stationed at Woodstock. "Just as quickly as possible we will have our survey, plans and profiles completed and then we will be ready to talk to contractors who wish to undertake building the road or sections of it. We will, of course, call for tenders at the earliest possible moment."

"Few people realize the magnitude of this great project," declared the Premier, as he took from his pocket the official report of David F. Maxwell, the chief engineer in charge of the government's survey, and showed the estimated cost of the railway as contracted for from Grand Falls to St. John, to be \$9,237,390, or about \$45,860 a mile. Instructions have been given Mr. Maxwell to have the plans, etc., handed over to the St. John and Quebec Railway Company when their chief engineer, Ross Thompson, arrives here.

Lecture on Korea. Miss Jean Robb delivered a very interesting lecture on Korea in the evening. She spoke on the improved conditions in which the Christianized natives live, and of their devotion to their new religion. She said that the missionaries in the interior of Korea move from village to village and place they hold meetings of ten days' duration. The Christian natives are accustomed to walk over 40 miles to attend these religious gatherings, and they frequently follow the missionaries from place to place. At the conclusion of the meeting solos were sung by Miss Emma Brown and Percy Crookshanks, Rev. H. R. Read presided.

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