

The Standard

Published by The Standard Limited, 23 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., WEDNESDAY, DECEMBER 6, 1911.

THE CANADIAN NAVY.

Hon. J. D. Hazen, the representative of the city of St. John in the House of Commons, and Minister of Marine in Mr. Borden's Government, will have a prominent part in the organization of the new Canadian navy. An Ottawa despatch states that immediately after Christmas Mr. Hazen will proceed to London for the purpose of discussing the organization of the Canadian navy with the Admiralty. This is a very important mission, but one that Mr. Hazen is in every way capable of carrying forward to a successful conclusion. The Canadian people are thoroughly alive to their responsibilities to the Empire and are quite agreed as to their duty of sharing the expense with the Mother Country for its protection.

Although the days of wooden ships are past, Canada is gradually acquiring a large fleet of steamships, and the time is not far distant when the name of this country will be as familiar in the great ports of the world as it was thirty or forty years ago, when Canadian vessels carried a very considerable share of the commerce of the world. With such large interests on the sea, Canadians are deeply concerned in Britain retaining her present control. This means the keeping up of a navy equal to that of the two next greatest naval powers of the world. The rapidity with which other great nations have multiplied their ships of war in the past ten years has called for the construction of an entirely new navy by Britain and a expenditure of a vast amount of treasure. Although Britain is as great as ever, and the wealthiest nation of Europe, this is no reason why the overseas dominions, which are as deeply interested in the naval supremacy of the Empire as the Mother Land, should not contribute a fair share to the protection of British commerce and to the maintenance of British interests throughout the world.

Mr. Hazen's mission is one of the highest importance to the Empire. The recent elections furnished convincing evidence that Canada and the Canadian people have strong imperial leanings and desire even closer relations with the Empire than those at present existing. More than one persistent effort has been made to wean Canada from the Empire. On two occasions Sir Wilfrid Laurier has laid before the Canadian people, under the guise of trade agreements, offers to join hands with the United States and bring the whole northern half of this continent under Washington rule. On both occasions Sir Wilfrid has been prevented from carrying his plans into execution by the voice of the electorate. No country ever gave a more pronounced opinion against the policy of a Government than did the people of Canada against the Reciprocity agreement on September 21st. Yet there are those who think that continentalism has still a foothold in Canada and who are not yet convinced that the people of this country are not only loyal to Canada but to the Empire also.

Why Sir Wilfrid Laurier thought it necessary to originate an independent naval policy for Canada instead of working in harmony with the British authorities, no one has as yet explained. Mr. Borden views the obligations of Canada to Great Britain in a totally different light from the ex-empire. Instead of attempting to create a navy that would be of no value whatever, either to Canada or the Empire when completed, and without trained men to man it, Mr. Borden has decided to send a responsible Minister to consult with the Admiralty authorities on the best course to pursue. This is a common sense policy and the wonder is that Sir Wilfrid Laurier had not adopted a similar plan. Just how long Mr. Hazen will be away from home is not known, but it is understood that his return will be hastened, as Premier Borden is desirous of disposing of the naval question at as early a date as possible.

ADVERTISING THE PROVINCE.

At the annual meeting of the Board of Trade a resolution was introduced and passed which sets forth that the great majority of the emigrants into Canada go West, which is in part due, the resolution says, to the expenditures of the Federal Government and the transportation companies. Touching the Province, the advantages offered are briefly summarized, and then it is resolved that the Board of Trade urge on the Local Government the need of putting into operation a more comprehensive plan to secure a desirable class of agricultural emigrants for this Province. Further on the resolution suggests the desirability of seeking co-operation and aid from the Federal Government and that an effort be made to secure the co-operation of the great transportation companies in the movement. The resolution provides that copies be sent to the members of the Local Legislature and that the co-operation of all Boards of Trade be sought in carrying forward the movement.

It is gratifying to see so large and important a body as the St. John Board of Trade interesting themselves in the development of the agricultural districts of the Province, but it would have been wiser if some definite suggestions had been made as to what the Board considers the best method of attracting agriculturists and farm laborers to this Province. The Local Government is already doing much good work, as the mover of the resolution showed, when he stated that eight hundred immigrants had entered New Brunswick last year as the result of the Government's efforts to induce immigration from the British Islands to New Brunswick. The number was not large, but it was about three times as great as in the previous year, and there will be a further increase this year over the figures of 1910. The methods pursued by this Province to obtain settlers are identical with those of the officials of the Dominion Government and the transportation companies.

The action of the Board of Trade is an indication that a new era has dawned in this Province, and that citizens are interesting themselves in the welfare of the Province. For twenty-five years prior to 1908 there was not a single effort made to encourage immigration into New Brunswick. But this did not move the Board of Trade or any other body into action. Now when an active and energetic policy has been adopted by a Government fully alive to the best interests of the Province, and immigrants are actually coming into the country, the Board of Trade is aroused from its former indifference to suggest that greater efforts still be put forward to secure a larger proportion of the immigration into Canada than we have yet had. If the Board of Trade desires to give active assistance in carrying out its ideas it would be necessary for that body to do more than pass resolutions or to ask other similar bodies to do the same thing.

The agricultural possibilities of this Province are not yet fully understood. There are thousands of acres of magnificent farming lands still covered by forests in New Brunswick. There are thousands more of similar lands yet to be discovered.

from which the forests have been cleared and which for one reason or another are vacant or about to be vacant. In more than one instance some member of the Board of Trade might be able to personally explain why these lands are not under cultivation. There are many lawyers, doctors and business men in St. John who originally came from the farm and who have succeeded in professional and commercial life by the talents they have displayed. It is the constant migration from the farm to the city that has produced present conditions and rendered necessary an immigration from outside to replace those who have found city life to have greater attractions than rural occupations.

The cultivation of the farming lands of New Brunswick is a greater problem than many people suppose, because of the difficulties of keeping the second generation on the land. The advertisements of the trust companies announce that there are trustees of the trust companies who will migrate from the British Islands to this Province. It will possibly be information to a good many that the magnificent display of fruit raised in New Brunswick and exhibited in Ontario is likely to have the result of inducing many young Ontario farmers to migrate to New Brunswick. The price of fruit lands in Ontario particularly has become prohibitive for a man of moderate means. In New Brunswick, where apples can be grown quite as successfully as in the best districts of Ontario, the land is still cheap, and a young man with small capital and a good knowledge of fruit growing, can make an easy start with just as good prospects of success as if he remained in his native Province and invested ten times the capital he would be called upon to furnish in New Brunswick to obtain the same results. It is understood that Premier Fleming, when next in St. John, probably today, will meet with the Board of Trade or its Council and discuss the question raised by the resolution.

Whatever may be the result of the suggestions thrown out by the Board of Trade, it is earnestly hoped that an increased number of agriculturists will be induced to emigrate from the British Islands to this Province. Those persons who proclaim that the Government is doing nothing to advertise the Province, particularly as to its agricultural capabilities, have failed to realize that since the fruit show at St. John the Government of New Brunswick have made one exhibit of fruit at Toronto and propose to make others in the Province of Ontario when the opportunity offers. A large collection of apples grown in New Brunswick have also been sent to the agent of the Province at London and will be exhibited at various fairs throughout Great Britain. Whenever an exhibit is made printed matter descriptive of the Province is distributed and every effort made to interest those likely to emigrate to Canada. The low prices at which farm lands can be bought in this Province at the present time should be a strong incentive to intending emigrants.

The atmosphere around City Hall is still a little hazy. The Council has adopted some of the suggestions of the committee which investigated the Public Works Department recently, but has declined to take any action on its recommendation to either remove or change the office of the City Engineer. Now another committee is authorized to investigate one of the investigators, at his own request, and the Telegraph suggests the lid is to be lifted from the simmering cauldron. Just what will be discovered when the boiling mass is fully stirred is only vaguely hinted at by those two eminent authorities, the Times and Telegraph. With a new form of government only a few months away, it would almost seem unnecessary for the Council in its dying hours to remove or alter conditions which have existed for many years and which might very well be left for the new commission to sweep away.

The total expenditure of the Public Works Department for the fiscal year ending March 31st last was \$11,807,955. Twenty years ago the total expenditure in Canada for Public Works was \$2,711,420. Ten years later it was \$4,609,680. The expenditures under the various heads are as follows: Harbors and Rivers, \$2,975,059; dredging plants, \$4,471,205; bridges and booms, \$190,187; roads and bridges, \$60,901; public buildings, \$1,090,065; telegraphs, \$568,493; miscellaneous, \$421,264. The revenue of the department for the fiscal year was \$537,539. The expenditure on public works alone in 1911 was more than half of the total revenue of Canada the first year after Confederation.

The Bray Head, one of the Head Line steamers which sailed from Montreal on Sunday last, was compelled to leave behind 1,200 tons of cargo, because of a holdup by the coal gang who demanded double wages in the past two months. To this charge the lady dissented. "You're a liar," she said, "I have only been out of jail one month." To this the Recorder responded, "Go back for four, this time with hard labor."

Strenuous efforts are being made by the United States Government to discover the men higher up in the labor unions who furnished the money to the McNamara's to carry on their dynamiting campaign.

Another big ship is to be built for the White Star Line at Belfast. The new ship is to be 392 feet long and 94 feet broad. This vessel is to be built for speed as well as carrying capacity.

The Laird of Skibo has discovered that the title of "War Lord," as applied to the Kaiser, is all wrong and a slander. Mr. Carnegie hails the German Emperor as "a disciple of peace," because of recent events.

(Vancouver Province.)
Andrew Carnegie has cabled the Chinese revolutionists his best wishes for success. This is enough to raise the plaster off the walls of the Hague Temple of Peace.

(Hamilton Spectator.)
That little tilt, as to facts, between Mr. Fowler and Mr. Pomeroy in the House, furnished an art illustration of the folly of "making up the wrong passenger."

NO ALUM
MAGIC BAKING
II POWDER II
THE WHOLEST. LAURENCE
MAGIC BAKING POWDER
NEW STYLE LARSEN
MADE IN CANADA

MR. BORDEN'S CONSISTENT NAVAL POLICY

London Times Reviews the Situation and Wonders that Any Doubt is Cast Upon Premier's Sincerity.

It is hardly surprising, perhaps, that the message from our Ottawa correspondent should have taken many readers by surprise. One of the first parliamentary acts of the new prime minister is to reject the whole naval defence scheme of his predecessors and to announce that no great scheme of naval co-operation with Great Britain would be entered on without consulting the people of Canada. To the plain men this looks like a step backwards. There is no reason either for surprise or for pessimism. Mr. Hazen, the new minister of marine has now pledged the government to proposals for naval defence which shall be drawn up after consultation with the Admiralty and shall "be useful alike to Canada and to the Empire." Even without this assurance, however, the attitude of the Borden government need not have alarmed any sane imperialist. A little study of both Sir Wilfrid Laurier's actual scheme and Mr. Borden's previous declarations would have cleared up all doubts. The foundation of the Laurier proposals was a resolution of the Canadian House of Commons passed on March 25, 1909, in the final form of which both Sir Wilfrid Laurier and Mr. Borden had a hand. Armed with that resolution, the Laurier cabinet after consultation with the Admiralty at the Naval Conference of August, 1909, drew up a plan for a squadron of small protected cruisers, destroyers, etc., to be stationed by Canada alone. "An armament," as Sir Wilfrid described it, "to defend, if necessary, the rights of Canada, and to be of assistance to the old Mother Country, if ever it is required," though he added ten days later that the Canadian navy would not go to war unless the government of Canada chose to send it.

Almost at the same moment Mr. Borden, who had at one time favored a local squadron for coastal defence only, began to consider seriously the development of the "unit" agreed on in 1909 (which even then was to be a much more powerful squadron than the Canadian unit) into something approaching a first-class battle fleet. The inadequacy of the Laurier scheme must have become overwhelmingly apparent. There is therefore no retrogression but merely a receding of the front. When Mr. Borden takes this opportunity to drop these inadequate proposals in order to begin once again negotiations with the Admiralty, and to submit eventually to the Canadian people a scheme of naval defence really effective both from the Canadian and from the Imperial point of view.

Nor need the proposal to submit this scheme to the electors be attributed solely to French-Canadian influence. Long before he had any hope of coming into power, Mr. Borden declared himself in favor of such a submission, which is desired by many politicians outside Mr. Bourassa's circle. It is not only in Quebec that there is doubt as to what is the sound policy for Canada. But from Quebec or at least from that part of it which owes allegiance to Mr. Bourassa, comes the declaration that it will loyally accept whatever decision the majority of electors may give on the naval policy and the willing consent of all Canada to effective co-operation in regard to defence with the rest of the Empire is worth securing and worth waiting for.—London Times.

SAYS McNAMARA CONFESSION WAS NOT COMPLETE.
Cleveland, Dec. 5.—Shown James B. McNamara's confession of the Los Angeles Times dynamiting here, Detective Wm. J. Burns declared that it is only partly true.

"Why don't Jim McNamara tell how he knocked off the gas cocks and flooded with gas the place where the bomb case filled with dynamite was put?" he asked.

"If he told that then, could he convince anyone that he did not intend the entire destruction of the Times building and its occupants?" Burns also made another attack on Samuel Gompers today, declaring that the president of the American Federation of Labor knew of the McNamara's guilt long before it was published.

Big Revenue Day.
Yesterday was a very busy day at the Custom House, over twelve thousand dollars was paid in for duty over the long room counter.

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