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OUR OTTAWA LETTER

The naval debate was resumed in the Commons last week and resolved itself into an animated discussion that will probably last for several weeks. The law makers are keyed to a high pitch over this important national question and nearly all will deem it their solemn duty to place on record, not only their own views but also the views of the people whom they have the honor to represent. Once again has the great Liberal Chieflain, Sir Wilfred Laurier, proven himself the man of the hour, and made himself worthy of the acclaim of his fellow Canadians 'Canada's Greatest Statesman.' His powerful and patriotic speech in Parliament in support of a Canadian navy will live in history. It will implant within the heart and mind of every born Canadian whether at home or abroad, an irremovable desire to respect and admire a country where in its people rule, where advancement is the mass word and national greatness the goal.

Much interest is being taken in the debate, as is shown by the crowded galleries, both at afternoon and evening sessions. Sir Frederick Borden in a magnificent speech of nearly four hours to crowded galleries discussed the naval bill exhaustively. He outlined every phase of the proposed measure so effectively that the opposition disturbers were completely dazed. The minister proved to the satisfaction of all that they had utterly ignored their solemn agreement with the government in 1909 and now they would take \$25,000,000 of the peoples money, send it away from Canada, have it spent how and where nobody knows, at any rate to have it spent beyond the control of Canadians. Sir Frederick announced that any immediate start would be made to provide the personnel of the navy by the purchase of two training ships. The Rainbow, which has already been arranged for will be placed on the Pacific coast and a far larger ship, either the Niobe or the Esmeralda will be obtained for the Atlantic. The Niobe will likely be the choice. This ship cost the Admiralty \$3,000,000, she is ten years old, has a complement of 600 men and officers, a speed of over twenty knots and will cost the Canadian government \$1,075,000. She will replace the proposed Boadicea and will therefore considerably lessen the cost of the navy from \$11,690,000 to \$11,150,000. Sir Frederick showed the unreasonableness of the Opposition on many occasions. He declared that his leader, Mr. R. L. Borden, had many months ago agreed and approved of the Prime Ministers sentiments, where in it should be the policy of the British empire to encourage less war and develop more colonization in her overseas dominions, by the colonies themselves branching out in matters of this kind.

The minister remarked that until recently had the leader of the opposition always been in favor of the Canadian built navy, which he declared would become a greater benefit to the mother country than any other proposition that could be made. But today it is a far different story. Why? Because the disgruntled members in his (R. L. Borden) ranks, knew well what their leaders attitude was on this question and not being agreeable, advanced in cold blooded style, placed a pistol to his head and said 'Now you reconsider your previous sanction to the building of a Canadian navy.' Then again the 'deputy leader of the Opposition' Mr. Foster, was hurried into line, declared Sir Frederick, for it will be remembered that at Halifax he (Mr. Foster) said 'that to build a Canadian navy would be the greatest step forward that Canada had ever made.' But today Mr. Foster is so wrapped up by that narrow policy of the opposition that he not only pictures blue ruin for the empire, but also distress for Canada. The Minister of Militia went on to show how inconsistent were the ideas of his friends' opposite. They would send huge sums of money away from Canada to be spent in far distant lands and leave unprotected, unforgotten, the great Canadian trade routes, harbors and commerce of our Dominion. They have heralded broadcast many misleading statements. They declared that the admiralty had demanded the automatic service of Canada's fleet in time of war. Let me tell these honorable gentlemen, said Sir

Frederick, as one who knows, that no such demand or suggestion was ever made by the admiralty to the delegates at that conference. There was not one word of difference between the British government and myself or my colleague, Mr. Brodeur when we met to discuss a Canadian navy. Mr. Foster interrupted and asked 'if there were not certain questions assented to at the conference that are not before Parliament.' Sir Frederick—There were none. It was agreed however, that if matters could be arranged each Dominion should meet with the First Lord of the Admiralty and then consider such resolutions as would best suit each colony. This is not all, my friends opposite, have even gone so far as to hurl sneers and slurs at our leader, Sir Wilfred Laurier, as one who has been deluged. But all such insinuations are for naught. I am one, declared Sir Frederick, who will absolutely continue in the unwavering patriotism of my leader and I am bound to say that his (The Premier) name will live long, not only upon the annals of Canada, but the British Empire as well, as one who has prevented and averted strife which was so common in the olden days.

George E. Foster. Mr. Foster in replying to the Minister of Militia, wandered so far away from the issue in the beginning of his speech that he had to be informed of the question amid an uproar of cheers from the government supporters. He then proceeded to attack the Prime Minister on being disloyal to the British Crown, which created but little enthusiasm, save from his own colleagues. The ex-Minister of Finance went on to say that he did not believe in a regular contribution to the Imperial navy, but the present issue he declared was one of emergency and the government was indeed short sighted if they did not see fit to comply with the Admiralty. It was not the Opposition, said Mr. Foster, that was breaking faith with the Empire, but this fell upon the shoulders of the Canadian delegates to the Imperial Conference. He declared that Br. Borden and Mr. Brodeur as delegates to that conference 'knew it all' and 'asked for nothing.' It should not have been a case for this government to present the Imperial authorities with instructions but they should have gone there to accept instructions. He ridiculed the government policy and ideas as petty and narrow, respecting their gratitude to the Motherland. Mr. Foster expressed the view that it was the dominant wish of the Admiralty for all the colonies to join in and give contributions to the Imperial navy and acknowledge their judgment as supreme in the disbursement of such a donation. To sum the matter up, he seriously believed that the present proposed Canadian navy would in a very few years, find its way to the scrap heap, and as a consequence total up a debt to Canada of 90 to 100 millions of dollars in wasted money.

Table with 2 columns: Item and Cost. Includes Public Works Estimate of N. B., Repairs and improvements on harbors and rivers generally, Dipper harbor, St. John Co., 14900, Dorchester wharf, York Co., 1000, Kouchibouguas harbor, Kent Co., 1500, Lameque wharf improvements, 2000, Lorneville breakwater wharf, St. John, 10000, Enlargement Moncton wharf Extension Neguac wharf on Miramichi Bay, 14500, New Mills wharf, Rest. Co., 5000, Roadway to breakwater pier at Petit Rocher, Glo. Co., 1200, Repairs to Point du Chene breakwater, 2000, To build new breakwater wharf.

Table with 2 columns: Item and Cost. Includes at Richibucto Cape, Reconstruction of approach and headblock on Richibucto wharf, 5000, To complete breakwater and piers in Richibucto harbor, 9000, Construction of wharfs in tidal waters of St. John rivers, 29000, Construction of public wharf at Sackville on Tantramane river, 10000, Construction of wharf at Shediac, 10000, To purchase creosoted timber for works in the Maritime Provinces generally, 20000.

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FREDERICTON, Feb. 17.—In the supreme court today judgments in the following cases were delivered: Crockett vs. Town of Campbellton.—This was an action for damages against the defendant for refusing to supply him with water for a motor engine used in his printing office. Judge McLeod upheld the contention of the town council on every important point. He held that the town council, acting in the interests of the whole people, had a perfect right, when there was danger of a shortage in the water supply, to decide what services should be cut off. Their action in terminating the supply for the plaintiff's motor engine had not interfered with the domestic or sanitary service of the town and His Honor held could not be regarded as a breach of contract and there was no negligence, and no maliciousness. There was no evidence, he said, to justify the finding of the jury in favor of the plaintiff. The court unanimously decided to grant the defendant a new trial.

MR. OAK HAS ACCEPTED

FREDERICTON, Feb. 16.—Hon. C. E. Oak of Bangor, who is here today, confirms the report, recently given currency that he was to enter the employ of the New Brunswick Railway. He is now vice-president and manager of the Miramichi Lumber Co but will sever his connection with that concern when he enters upon his new duties in next July. It is Mr. Oak's intention to reside either in St. John or Fredericton. He will act as assistant to W. T. Whitehead of this city, who has successfully managed the New Brunswick railway lands for thirty five years. The salary attached to the position is said to be a very snug one. It is announced that in the course of a few weeks twenty non-commissioned officers and men from No. 3 company, Royal Regiment, will be sent to Halifax, thus reducing the company's strength from eighty to sixty men.

A long famous girls bachelor club of Brooklyn has been completely put out of business by the demon Matrimony.

WHEN HALLEY'S COMET WILL BE VISIBLE

An Interesting Article About the Great Phenomenon. In the Scientific American of Jan. 8, 1910, John C. Dean, gives the relative position of Halley's comet, the earth and the sun, as follows: During this period (Jan. 1 to March 24) the comet will be visible, with the telescope, in the western evening sky, but on Mar. 24, when passing back of the sun, will be invisible for several days. The distance between the earth and the comet at this time will be 165,000,000 miles. When the comet next emerges from the rays of the sun it will have shifted to the morning sky, rising before dawn and for the first time becoming an interesting object to the naked eye observer. The earth and comet will now rapidly approach each other and the latter will greatly increase in brilliancy. About April 20 it will pass its nearest point to the sun and on May 18 will again disappear in the sun's rays. This time, however, passing in the front of the great luminary. It is predicted that the nucleus will cross the sun's disk about five minutes of a degree from its centre, thus furnishing an opportunity to observe whether the nucleus is opaque to the sun's rays. The transit will not be visible in the United States as it will occur after sunset here. On the night of May 18 the earth and comet will rush past each other and the earth will probably sweep through the tail of the comet. They will be only 12,000,000 miles apart. After May 18 the comet will attain its maximum of splendor in the evening sky, and in a few days thereafter its glory will rapidly fade.

Parliament turned down Dr. Black's motion to hand over the Intercolonial to the C. P. R. for that was what it amounted to. No other railway that we know wants the government road. Dr. Black is, perhaps, not right in his contention that a private company would do more to develop the Maritime Provinces. On the other hand, he is, perhaps, right when he says that a private company would make more money out of it. But just here is where Mr. Black goes astray. The last thing people-owned railway should try to do is make money. It should give good service, run fine passenger trains, charge reasonable freight rates, and seek to pay expenses. All this the Intercolonial does. Even its deficits are to be counted to it for gain. They show that it is not robbing the people to fatten balance sheets. The Intercolonial is an object-lesson in altruism to other railways that are not managed on such high principles. It is a good thing and our own and Canada does not want to part with it. Even its dining cars preach a sermon, which is that in these days, when meat is a luxury for the rich and butter is worth its weight in gold and eggs are more precious than rubies, the best table d'hote dinner on the continent can be put up for a dollar.—Collier's Weekly.

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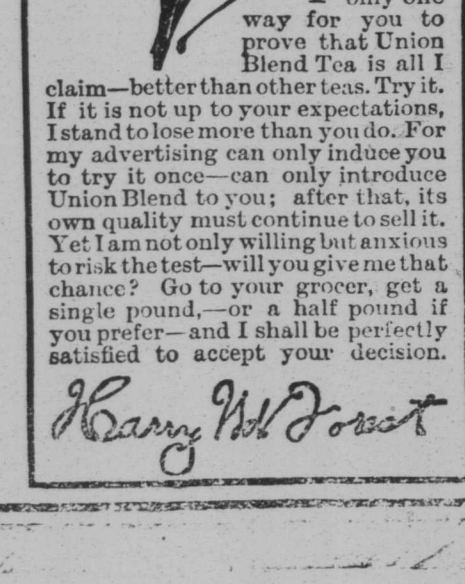
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