

The Standard

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ST. JOHN, N. B., SATURDAY, JANUARY 4, 1913.

POINTS FROM MR. HAZEN'S SPEECH.

In this issue The Standard publishes the full text of Mr. Hazen's speech in the House of Commons on the Naval Aid Bill. It will well repay careful perusal. Following Sir Wilfrid Laurier after he had moved his amendment, Mr. Hazen gave a searching and trenchant criticism of the effective and impracticable proposals of the Opposition. His speech also contained an instructive review of the situation which has developed in consequence of the new German Naval Law. Mr. Hazen's statements were fully confirmed by the Admiralty's Memorandum, prepared for the Canadian Government, which makes it clear that if Canada is prepared to give immediate and effective aid, the British fleet should be strengthened by a contribution of the largest and strongest ships of war at the point of possible danger—in the North Sea.

Canada's record in naval defence shows that she has benefited, as Mr. Hazen pointed out, but the power of the whole British Navy, but she has never contributed to the enormous cost of maintaining the supremacy of the Empire upon the seas. It is to remedy this long standing neglect of Imperial Naval Defence that the Naval Aid Bill is designed. It cannot be too clearly understood, however, that the contribution of three Canadian battleships to strengthen the British fleet is not part of a permanent naval policy of the Government. Mr. Hazen emphasized this point when he stated, replying to Sir Wilfrid Laurier, that it is not correct to say that an annual contribution would be substituted for a permanent policy. "Nothing," declared Mr. Hazen, "is further from the thoughts of this Government. This is a contribution, not part of a permanent policy, but intended to meet the circumstances of the case as they are today. The further question of a permanent policy and the permanent defence of the Empire, that will be shared in, I trust, not only by Canada but by Australia, New Zealand, South Africa and the other Overseas Dominions will still command the attention of the Government. It is a policy which cannot be worked out—and the people of this country will not expect it to be worked out—in a few weeks or a few months. But when it is worked out, and before the country is committed to it, the Government will be prepared to appeal to the people on that policy." Sir Wilfrid Laurier's objection to the Government's proposals, on the ground that "contributions must be recurring and again recurring," is effectively answered in Mr. Hazen's statement.

The encouragement of the shipbuilding industry in Canada is a matter which is receiving the careful consideration of the Government. Referring to recent negotiations with Mr. Winston Churchill, First Lord of the Admiralty, Mr. Hazen expressed the belief that within a reasonably short period Canadian firms would be building cruisers, destroyers and such vessels as in the first instance Canadian ship yards would be competent to handle. In this connection a communication received by Mr. Borden last November, giving Mr. Churchill's opinion will be read with interest. Referring to interviews which had taken place in London, at which the Canadian Ministers had urged the importance of stimulating and encouraging the shipbuilding industry in Canada, the First Lord of the Admiralty wrote as follows:

Admiralty, Whitehall,
4th November, 1912.

My Dear Mr. Borden—

I have given careful consideration to your two letters about the encouragement of the shipbuilding industry in Canada. I recognize the importance of such a policy on general grounds not less than from the immediate Canadian standpoint; and any practical scheme for Admiralty co-operation would command my support. The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction.

We might, however, in the first instance, agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be able to deal. The most suitable classes of vessels with which to inaugurate the system would be light cruisers, oil tank vessels and small craft for auxiliary services. We should, if it would meet your views, be prepared to invite tenders from approved Canadian firms for the construction of some vessels of such classes in the near future.

It would be understood that progress with this policy would have to depend on the prices quoted being reasonable, having regard to all the circumstances (including the fact that Canada will be prepared to share any extra cost) and also on the time required for construction not being excessive as compared with the dates fixed for completion of similar ships in England. No fixed scale or proportion of orders could be guaranteed to Canadian firms. We would begin by giving some orders at once, and further progress would depend upon the development of the industry and the extent of our programme.

The Admiralty would, of course, remain wholly responsible for the design of all vessels, and for the supervision of the construction of those building in Canada. Arrangements for this could be worked out in detail and should not present any difficulty.

WINSTON S. CHURCHILL.

It will be observed that Mr. Churchill presents an unanswerable argument against Sir Wilfrid Laurier's amendment, "contemplating construction as soon as possible" of two fleet units in Canada. No effective or immediate aid could be given to Naval Defence by the Opposition's proposals. The main difficulty to be surmounted in building ships for the navy in Canada, Mr. Churchill states, is to obtain "that right degree of expert knowledge and experience which modern warships require for their efficient construction." We may also quote Mr. Hazen:

"The building of war vessels in Canada has been referred to by my right hon. friend (Sir Wilfrid Laurier) on many occasions in this House, but I would ask any practical man in Canada if he can imagine for a moment that within any reasonable time we could build in Canada a great Dreadnought which costs in Britain \$11,500,000. Possibly, after considerable delay, we might get in Canada shipyards in such condition that the material could be assembled and put together here, but even then the great mass of that material would have to be manufactured in Britain, the guns, the armament, the armor plate, all that portion that goes to make up largely the value of the ship."

It is well known that it is an established principle with the British Admiralty today that every foreign super-Dreadnought which is laid down depreciates the value of

pre-Dreadnoughts and smaller ships. Naval battles of the future will be fought, not with fleet units, but, in the terms of the Admiralty's Memorandum "with the largest and strongest ships of war which science can build or money supply."

Factious objections, such as those put forward by the Opposition, have no place in the issue before Parliament. Mr. Hazen summed up the situation in terms which can be endorsed by every loyal Canadian when he said: "Canada has had during all these many years the advantage and moral assistance of the British Navy in her foreign relations without having contributed one single dollar to the cost. . . . That reproach is one which will be wiped out by the passage by this House of the bill 'which has been submitted by the Prime Minister.'"

THE HUDSON BAY RAILWAY.

Should the Hudson Bay Railway turn out the success that it is expected, and should navigation of Hudson Bay prove no more difficult than in the past—and the difficulties are certain to decrease with the greater knowledge of tides, currents and winds, through practical experience—an entirely new field will be opened up to the traders and manufacturers of the East. Water borne freight can be carried very cheaply to the Hudson Bay terminal & the railway, and the short railway haul will enable merchants and traders of the Maritime Provinces to enter into active competition with those of Montreal and Toronto—with advantages on the side of the Provinces by the sea. In addition to giving a cheap outlet to the wheat of the West the railway would also give to the Easterner a cheap route to the Western consumer.

It may be claimed that if all the "ifs" were obliterated and that neither danger nor delay were likely to attend the voyage through Hudson Bay, there would be no return cargo for the vessels carrying Eastern products to the West. This would not be the case. There are certain points to be considered. There is no likelihood of the farmers of New Brunswick, Nova Scotia or even Prince Edward Island becoming great growers of wheat. There are many other crops they can produce with greater profit to themselves. It is intensive farming that is going to improve the agricultural situation in New Brunswick. This country is destined to become one of the great apple orchards of the Empire, and the same may be said of Nova Scotia. New Brunswick is a better dairy country than Denmark, if only people can be secured who will develop the industry. There are so many lines of agriculture that will yield greater profit to the farmer than wheat, that it would be unwise for him to try to raise more wheat than he needs for his consumption.

Wheat would furnish a beginning for return cargoes from the West and time would arrange an interchange of commodities. Much will happen before the Hudson Bay problem is solved out, but there can be no doubt that with even reasonable safety of navigation the new route could be made of great value to the Maritime Provinces.

WOMAN TO JUDGE WOMEN.

Judge Lindsey, of Colorado, whose successful reputation in dealing with juvenile offenders is world-wide, has prepared a bill for introduction into the Colorado State Legislature to provide for the appointment of an assistant woman judge to act in all cases where women and girls are concerned. The woman assistant judge will, if the bill becomes law, take the place of the master of discipline, and it will be compulsory for her to sit in cases involving women and girls. The judge will not be allowed to sit in such cases unless she is present, but if he is absent she can sit alone in any such case that may come before the court.

The juvenile court over which Judge Lindsey presides is now practically run along the lines which he seeks to have legalized. The clerk of the court is Miss Ida Gregory, and when a case arises where women and girls are concerned, she is called to a seat on the bench and, while she has no official status, it is her opinion that guides the decision of the judge. Mrs. Gregory is the logical candidate for the position as first assistant judge, in case the Lindsey amendment goes through.

The bill contemplates making the office an appointive one, in the hands of the judge of the court, so that harmony between him and his woman associate may be insured. Not all the women of Colorado are entirely committed to the appointive clause in the bill. Some think that the woman associate should be elected. As Judge Lindsey sees it, the election of a judge and an associate of perhaps widely different views might create friction in the operation of the court machinery. Unless unforeseen opposition develops, the bill is likely to be passed as framed, and Mrs. Gregory will take her place as the first woman associate judge in Colorado.

Mr. Cyrus H. K. Curtis, a New Englander, who has won success in Philadelphia as the publisher of the Ladies' Home Journal and the Saturday Evening Post, has purchased a controlling interest in the Philadelphia Public Ledger, one of the historical publications of the Quaker City, and a quarter of a century ago was the largest newspaper property next to the New York Herald, in the United States. Mr. George T. Curtis never confided in anybody just what his income was, but it was estimated by those in a position to know that the annual clean up of the Ledger was little short of a million, if it did not exceed that amount.

Current Comment

Turning to Tariff Reform.

(Toronto News)

British trade statistics notwithstanding, unemployment and low wages continue on such a scale as to dispose the workers to try what tariff reform will do for them. It is worth while repeating that of the 8,000,000 adult wage earners in England, four per cent. receive less than \$3.65 a week, eight per cent. are paid from \$3.65 to \$4.87; twenty per cent. receive from \$4.87 to \$6.10; twenty-one per cent. get from \$6.10 to \$7.30; thirteen per cent. get from \$7.30 to \$10.96; and only six per cent. get more than \$10.96 per week. Imagine keeping a family on such wages! Sooner or later the British wage earner is going to experiment with customs protection. He is going after some of the work and the wages that now fall to foreign labor. In his own interest he will insist that more of the manufactured goods now imported into England shall be made at home.

Immigration.

(London Free Press.)

Nothing succeeds like success. The prosperity of American farmers who came to Canada in past years has so advertised the country that not less than 200,000 crossed the borders into Canada during the last twelve months. And the success of the 200,000 will bring a still greater number next year.

A Place for Bryan.

(From the Dallas Times-Herald.)

Mr. Bryan as Governor of the Philippine Islands is by no means a bad suggestion. For years Mr. Bryan has declared his love and sympathy for the Filipinos and is quite popular in that far-off section.

One Too Many.

(Toledo Blade.)

The Presidential chair, though quite large, will not be big enough for both Wilson and Bryan. This is offered as a prediction.

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COMMERCIAL MEN GUESTS AT ENTHUSIASTIC SMOKER

Continued from page two. needed to guard against. Commerce was broad and charitable; it stood for peace, freedom and national integrity. When China becomes a free nation the yellow peril will pass away. It was said commerce follows the flag. Yes, but only when it waves at the masthead of your merchant marine. It never goes out to fight.

The speaker referred to the value of training to enable men to seize their opportunities. Self-reliance, self-control and self-sacrifice, lead life to sovereign power. In conclusion the speaker said the business men should make themselves acquainted with the opportunities and resources of the province, and assume the responsibilities of their heritage. The lesson he brought to the men who travel was that great ideals were greater than great commerce, or broad acres.

At the close of the address Dr. Campbell was given three rousing cheers.

Senator Monette sang a song, and responded to hearty encores.

Mayor Frink.

Mayor Frink was then called upon for a speech. On rising he was given an enthusiastic reception. After some humorous references to other gatherings of the travellers, he said he was willing to admit that there were other places in Canada besides St. John. The city's prospects were too bright for its citizens to be envious of other places. A few years ago it was held that there was too much of a boastful spirit in St. John, but the achievements of the last two years had been notable, and the board of trade had played no mean part in bringing about these developments.

Continuing, he spoke of various projects which had materialized recently, and went on to point out that the city was planning to undertake a reclamation scheme to provide a site for a very important industry. He referred to the building of the Valley Railway, and said that it should be carried down the valley of the Nepesic, and connect St. John by way of a bridge at Navy Island. He thought a harbor bridge was essential to the growth of a city of great magnitude here. The city might contribute a portion of the interest for a bridge at Navy Island.

He advocated the construction of docks 1,000 feet in length on the West side. He did not want St. John to be a second rate port.

A Halifax Brother.

Mr. Fraser, of Halifax, president of the Maritime Travelers' Association, was the next speaker. He said that while there was rivalry between Halifax and St. John, it was a friendly rivalry. Over in Halifax they had started to do something, but the statements made in regard to what was being done in St. John were a revelation to him.

W. H. Allan and Senator Monette then contributed songs.

D. P. Pidgeon made a brief speech. He spoke of the work of 1,200 commercial travellers of the Maritime Provinces in providing a market for the products of local industries, and in enabling the various firms to expand their business. Now many Maritime houses were selling their goods on the Pacific coast.

He dwelt on the progress since the smoker two years ago, and predicted that all the travellers would become boosters of St. John. In advocating a movement to induce consumers to patronize home industries, he told of the success of similar crusades in the west.

Referring to the possibility of utilizing natural gas, he said Matthew Lodge had ascertained that natural gas would be delivered at St. John for 15 cents per thousand inside of 12 months. Out west they were talking of piping gas 600 miles. He estimated that a new industry entailing an expenditure of \$1,500,000 was coming to St. John, though he was not at liberty to say what it was.

After a song by Teddy McNamara, the chairman extended good wishes to the travellers, and the proceedings were brought to a close.

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White	75
Morgan	84
Balch	81
Moore	84

426	SV
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Commercial League, Hayward.

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Colds