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ST. JOHN, N. B., MONDAY, AUGUST 5 1912.

CANADA'S INTEREST IN THE NORTH SEA.

The naval situation in the North Sea, and the measures Great Britain is taking to meet the increased striking power which Germany will have at her command under the new Naval Act are matters of supreme importance to the Empire and concerning which Canadians should possess a thorough conception. Canada is not on the fighting line as yet, but her national and commercial interests are obviously dependent on the British Fleet retaining supreme control in Home Waters. From a commercial standpoint alone the Dominion has probably more at stake on this issue than any of the Sister Dominions in the Empire. The Atlantic highway is Canada's great avenue of commerce. The protection of this route in the event of war depends absolutely on Great Britain retaining control in her Home Waters, with the power to crush a marauding German fleet sailing eastward from the North Sea. That, of course, is only one phase of the situation but it has a vital interest for Canada.

From its geographical position the North Sea will always be the basis of Germany's naval operations. It extends from the shores of Belgium, Holland and Germany northwards to the latitude of the Shetland Isles, a distance of 600 miles, with a maximum breadth of 400 miles between the shores of Great Britain and Denmark. United to the English Channel by the Straits of Dover, only 22 miles wide, and having the East coast of England and Scotland as its western boundary, no expert information is necessary to understand that control of the North Sea is vital to British interests. It is the key to the naval situation. To maintain this control is the traditional policy of the British Admiralty. The reorganization and reinforcement of the Home Fleet, now ordered, are required to cope with an unlooked for and menacing situation in this quarter.

The new Naval Act, which recently came into force in Germany, is directly responsible for the measures Great Britain is taking to strengthen the Home Fleet. This is the fifth law in fourteen years to provide for large successive increases in German naval expenditure. The record of these increases is instructive. The law of 1908 was practically doubled by the law of 1910. Had this law of 1910 been followed the German estimates to day would be about \$11,000,000. Owing to amendments made in 1906, 1908 and now in 1912 that expenditure is increased to nearly \$22,000,000.

The main feature of the new law as Mr. Churchill pointed out, is not the increase in the new construction of capital ships, though that is an important feature, but in the increase in the striking force of ships of all classes, which will be immediately available at all seasons of the year. In other words, nearly four-fifths of the entire German navy is to be maintained in full permanent commission—stantly and constantly ready for war.

A comparison of the change in the scope and character of Germany's preparations shows:

Old Law.	New Law.
37 Battleships	25
4 Battle Cruisers	8
12 Small Cruisers	18
46 Torpedo-boat Destroyers	99

The right hand column indicates the strength of the active fleet in the North Sea in 1914. The development of the German programme in 1920, compared with the provisions under the old law, is as follows:

Old Law.	New Law.
38 Battleships	41
20 Battle Cruisers	20
28 Smaller Cruisers	40

There will also be an ample proportion of flotillas of torpedo-boat destroyers and submarines. The personnel of the German programme in 1920, compared with the old law, is as follows:

Old Law.	New Law.
38 Battleships	41
20 Battle Cruisers	20
28 Smaller Cruisers	40

It will be observed that there will not be a great advance by 1920 over the figures prescribed under the previous law. The gravity of the situation, as the Admiralty sees it, lies in the large number of armored ships which are to be kept constantly in commission. The number is raised by the new law, as shown in the first table, from 21 to 25—an increase by 1914 of about 57 per cent.

Before the German law was passed the British Fleet in Home Waters consisted of sixteen battleships in full commission; six more were in the Atlantic Fleet at Gibraltar, at three and a half days distant and a day to be allowed for coaling. Now the Admiralty is confronted with the prospect in 1914 of twenty-five German battleships in full commission, in the active battle fleet, the whole of which will often be concentrated within a few hours' steaming of Great Britain's shores.

The new situation is to be met, in the first place, by largely and swiftly increasing the number of battleships in full commission—a course which has entailed a drastic reorganization of the Navy. In part this has been done. There are now twenty-four battleships in Home Waters. Another four battleships are at Gibraltar. These will be raised to eight in 1914 until which date the German squadron cannot be ready.

Other resources in Home Waters are the ships of what is termed the Second Line, consisting of eight battleships, to be raised to sixteen as the old ships come down. These ships are manned by nucleus crews, that is, crews at half strength, with the rest in barracks training, but ready at call. No mobilization is needed for the Second Line. The ships can go to sea as soon as steam is raised and take their appointed place in the line of battle.

Finally there will be a Third Line, much better than any other reserve fleet, consisting of two battle squadrons of eight ships each. These would only be manned after mobilization.

The second and equally important feature of the new situation which Great Britain has to face is Germany's new construction programme. This is to be answered, as Mr. Churchill outlined in his speech, by building 5, 4, 4, 4, 4 capital ships in the ensuing five years instead of 3, 4, 3, 4—a total of twenty-one in place of seventeen—thus enabling the standard of 80 per cent. margin in battleships to be maintained.

It was on the foregoing fleet estimate Mr. Churchill claimed that, from 1914 onwards, Great Britain would have four squadrons in full commission, and another available at short notice after mobilization, giving a force of from thirty-three to forty-one battleships as against Germany's twenty-nine.

From the Canadian standpoint additional interest attaches to the situation in the North Sea from the possibility that the Dominion's immediate contribution to Imperial Naval Defence may result in the addition of one or more Dreadnoughts to the Admiralty's programme. While this is mere conjecture until Mr. Borden and his colleagues return to Canada, it is of interest to note that New Zealand's Dreadnought is destined for commission in those waters. Mr. Churchill in announcing in the House of Commons recently, that the New Zealand, the Sister Dominion's contribution, will be complete and delivered to the Admiralty in February of next year, said:

We are most anxious that she should be completed then, because we wish her to go right away to the Dominion of New Zealand in order to make a cruise in those waters, visiting all the principal parts which it is thought desirable she should visit by the Dominion Government, and then she will return and take her place in the First Battle Squadron of the Home Fleet.

Good progress is also being made with the Australia, the gift of the Commonwealth. It is perhaps no great stretch of the imagination to hope that the Dreadnought Canada, presented by the "first-born of the Imperial family," may come next on the list. The naval policy of Great Britain is not a policy of aggression; but the greater the Fleet the greater the security and the stronger the guarantee that the peace of the world will be maintained.

THE EAST AND THE WEST.

The Regina Leader says the "balance of political power is rapidly moving West." Upon this movement it found another threat to the manufacturers of Canada, to whom it refers, for indefensible political reasons, as "The Big Interests of the East." Just how "rapidly" the balance of power is going West may be gathered from the following figures which show how the most House of Commons will be apportioned among the provinces, not counting any allowance to the Maritime Provinces prior to redistribution:

Prince Edward Island	3
New Brunswick	11
Nova Scotia	16
Quebec	65
Ontario	82
Manitoba	15
Saskatchewan	16
Alberta	12
British Columbia	13
Yukon	1
Total	234

There is nothing in these figures to alarm the East, even if the Leader could make good its promise that the West will retaliate upon the East. A glance at the table shows that all the Provinces together west of the Great Lakes will have in the next Parliament 57 seats, as against 177 seats held east of the lakes. The Western Provinces have, therefore, some distance yet to go before overtaking the East.

Commenting on the Leader's contentions, the London Free Press does not take the narrow ground of its Western contemporary that there should be division between the East and the West. Neither does it believe that the sober thinking people of the West will take such ground, Saskatchewan to the contrary notwithstanding. It is just as well, however, that the Leader should not comfort itself with the thought that the West will shortly way the East. Admitted that the West has great areas, it must in turn be admitted that these areas do not permit of close settlement as in the East. For many years to come Saskatchewan will be comprised of great wheat farms, and even though all these farms be occupied the population will not be relatively great. Then as the free Western lands are taken up there will be a turning back to Ontario and to Eastern Canada. The West will develop less rapidly.

Also, as the West grows, her towns and cities will have their own manufacturing interests, and these centres of population will be as much alive to the danger of free trade as are the centres of the East. All these things must the Leader and its Reciprocity friends take into their calculations. And in the meantime it may be observed that the next census will be taken in 1922.

Current Comment

(Hamilton Herald.)
The British Cabinet is responsible solely to the British Parliament for the foreign policy of the Empire—and it is hardly practicable for Canada and the other Dominions to be represented in the British Cabinet. They could be represented on the Imperial Defence Council, but the Cabinet could not divert itself of the responsibility for the foreign policy of the Empire and hand it over to the Imperial Defence Council. The functions of the latter body must be purely advisory. However, it is extremely improbable that any British Government would act against the advice of the Defence Council in any matter involving the issue of war or peace. Adequate representation on that advisory body would give Canada and the other nations of Greater Britain a substantial share in the direction of Imperial affairs.

(Toronto Mail and Empire.)
The British Foreign Office is annoyed because its decision to rest its protest against the Panama Canal Bill on the single note presented by its charge d'affaires at Washington, has been interpreted as a weakening of attitude. It should remember that anything short of "slugging them over the ropes" talk is likely to be regarded as pusillanimous when a Presidential campaign is about to open.

(New York Sun.)
As to canoes and canoeing, nobody has ever been able to add anything to the wisdom of the old Bar Harbor fisherman as expressed many years ago, when he was asked if there was any danger in canoeing. "There ain't a mite of danger in canoeing," said the old cap'n, "so long as you keep in the canoe."

(Bathford Herald.)
It is worth while noting that where manufacturing has progressed most rapidly in the West, there also the greatest amount of attention is being paid to mixed farming and the raising of food supplies for the growing towns and cities.

(Port Arthur News.)
The idea of making a sprinkler out of the old Arthur street car is an economical one, if the intention is to let the water get out in summer through the leaks by which the cold comes in in winter.

(Montreal Star.)
A Plymouth person says the Pilgrim Fathers landed in America on December 21st and not the 22nd. This is important, showing as it does the desire existed in those days to get the Christmas shopping done early.

(Columbia State.)
Will someone kindly tell us what kind of a "moose" to call a woman voter in California, who expects to vote for the Colonel?

(Lippincott's.)
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The News in Short Meter

LOCAL.

Police Court.

In the police court on Saturday morning, the case of Samuel Teopulus, a Greek, charged with assaulting F. E. McManus, was dismissed. George Barnes, an eye witness, said he saw both prisoner and complainant striking at each other, and the magistrate characterized the matter as an ordinary breach of the peace, saying both parties were liable to a fine. Joseph Goodhousey charged with stealing from Wilhe Foholke, was remanded. Frank Daley was remanded on a charge of fighting, and two drunks were fined \$4 each.

Sent to Dorchester.

William Foley, who was released on a charge of stealing on condition that he would leave the city, but failed to live up to his promise, was on Saturday sentenced by Judge Forbes to a term of five years in the penitentiary. Walter Astell, who pleaded guilty in the police court, to stealing a watch was sent to Dorchester for four years.

Vital Statistics.

Eight marriages, fifteen births and six deaths were reported to the authorities last week.

Old Coach Sold for Moving Pictures.

The old yellow colored tally-ho coach at one time a familiar sight about the city and formerly owned by the late S. T. Golding, has been sold to the Vitaphone Company, of New York. It will be used in the production of moving pictures in their studio. The sale was made by J. P. Clayton of Fernhill Cemetery through the agency of W. H. Golding, of the Nickel Theatre. The coach is now held on the Eastern Steamship Company's wharf pending instructions from the United States customs officials.

GENERAL.

Claims to be 116 Years Old.

Windsor, Aug. 3.—Henry Washington, a colored resident of Kingsville, claims to be 116 years of age. He was sold into slavery when 4 years old and for 46 years was owned by a planter in the south. He escaped to Canada before the civil war.

Jumped from Eiffel Tower.

Paris, Aug. 4.—An elegantly dressed young woman jumped from the top of the Eiffel Tower yesterday. Her body struck the ironwork as she fell and she was almost torn in half. She was dead before she struck the sidewalk. The body has not been identified.

Coal Shortage Serious.

New York, N. Y., Aug. 3.—Coal dealers here estimate that by October the anthracite shortage in this and other cities will amount to 6,500,000 tons. This shortage, caused by the cessation of mining in April and May, will begin to be felt severely. It is believed, as soon as the winter demand for coal begins, Nova Scotia dealers, who have found it impossible to fill their orders in their territory, came to this city this week and placed orders with the wholesalers.

The World's Best Cow.

Newark, N. J., Aug. 3.—To Valdesa Scott II, a Holstein-Friesian, owned by Bernard Meyer, of Fludern, N. J., goes the honor of being the best dairy cow in the world. The cow has just completed a record year in which she produced 695.9 pounds of milk, 33.50 pounds fat and 41.57 pounds of butter.

ACADIA LADIES' SEMINARY, A FIRST CLASS SCHOOL FOR GIRLS.

The catalogue of Acadia Seminary, the advertisement of which appears elsewhere in our columns, has just come to our table. This booklet, well printed and lavishly illustrated, presents a most attractive appearance. A casual examination of the catalogue shows that the educational work of this well-known school is arranged in three departments. The Collegiate Department, under the direction of Principal DeVillie, assisted by Miss Rose L. Hartley, vice-principal, and a corps of able teachers, provides literary, classical, modern language and college preparatory courses. The department of Fine Arts offers courses in painting, voice, violin, elocution, and art. Edward Fletcher, the director of the music department, well-known as a composer of merit and teacher of high standing, has associated with him the best staff the Seminary has ever engaged. The standard for graduation in every course is high and the work is thoroughly emphasized.

In the courses of practical arts we note that the work of the department of household science has been greatly enlarged and strengthened and the efficiency of the work further guaranteed by the appointment of Miss Elizabeth McPhee, formerly of the teaching staff of the Maritime Business College, as teacher of stenography and typewriting. It will profit all who plan upon attending a first class residential school to consult the Acadia Seminary Catalogue before deciding on any course which will fit them for college, for home or for life.

NO MARRIAGE LAW FOR WHOLE EMPIRE

London, Aug. 2.—In the House of Commons today Premier Asquith replying to a question, said the difficulties in creating a uniform Marriage Law for the whole Empire were too great for the Government to undertake.

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CANADA MUST SHAPE

HER OWN DESTINIES

Premier Borden intimates Dominion Does Not Wish to be Merely Silent Partner in the Empire.

London, Aug. 3.—The Carlton Club, last night, for the first time in its history, opened its doors to non-members when it entertained at dinner the premier of Canada and his colleagues, the distinguished company numbering 50.

"We take no share in Canadian politics, and the last thing in the world we should desire is a political alliance between the Conservative party in England, and the Conservatives of Canada," declared Bonar Law, who advocated Imperial preference.

Mr. Borden, responding, expressed great appreciation to the Carlton Club for the honor conferred. The premier emphasized the work of Confederation in Canada, and suggested that it might prove an inspiration to guide in the wider and greater task of Imperial consolidation. Assent the naval negotiations, Mr. Borden said:

"We will return to Canada with valuable information. We will confer with our colleagues upon the proposals and will arrive at a result, I believe, which will make for the strengthening of the Empire. I believe the future organization of the Empire, and the preservation of its world-wide influence depends in no small measure indeed, upon the attitude of the people of the British Isles. (Hear, hear.)

"The people of Canada are determined, as they were at the last election, to keep control of their own destiny. They feel capable of developing their splendid heritage and completing the civilization in such a way as to be worthy of the British race. (Hear, hear.)

"The people of Canada are not of a type that will permit them to become merely silent partners in such a great Empire. If there is to be Imperial co-operation, the people of Canada propose to have a reasonable and fair voice in that co-operation."

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