

THE HERALD

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Subscribers are now furnished with statements of their subscription accounts, and we trust they will not delay in remitting their respective amounts. Nothing in business is so much appreciated as prompt payments and, on the other hand, nothing is more disappointing and discouraging than long delays. If our friends will be so kind as to take these facts into their serious consideration, we may expect to hear from them in a substantial manner without much delay. Please don't forget.

From information leaking out regarding the proposals of the British Admiralty to Canada on the navy question, and the answer thereto of Canada's representatives, it would appear that Canada was asked to supply a connecting link in 'An All Red Line of Defence.' The idea of the British Admiralty, after consulting the Dominions beyond the seas seems to have been this: Great Britain herself would guard the Atlantic and the Mediterranean. In short she would be the line of defence between Canada and India via Gibraltar. Canada would place a naval unit on the Pacific coast and connect with the Australian unit to guard the Pacific. Australia would connect with New Zealand and New Zealand with India, thus completing the circle. Regarding the especially Canadian portion of the scheme, the Atlantic coast of Canada would be looked after by the Mother Country, Canada laying down dock yards and repair stations for the use of the fleet which docks would also be used of course by merchant vessels. Canada refused to acquiesce in the wishes of the Admiralty, and there will be a gap in the line. The gap will be Canada. When the question comes up for debate in Parliament we shall find out more about it.

On Saturday evening about eight o'clock, at the Charlotte town Hospital, Mr Patrick Blake, a well known and highly respected citizen of this town passed away in the sixty-third year of his age. For a few years past Mr. Blake had been suffering from a malady of the heart, and when he entered the Hospital on the 5th inst, it was felt that the disease had assumed a serious phase and that he desired to pass his last days in his native city and among his kinsfolk and acquaintances. The late Mr. Blake was born at Charlotte town in 1846 and resided here till 1902, when he went into business at Sydney, C. B. Early in life he and his younger brother Maurice commenced the meat business and soon built up a big trade. The firm name of Blake Bros, was the synonym for what was first class in that line of business. Deceased served in the City Council from 1878 to 1882. After that he was elected to the Legislature in conjunction with the present Judge McLeod of Summerside, as a Conservative. Blake and McLeod was a strong, popular ticket and carried Charlottetown at two elections with tremendous majorities. He was chosen Speaker of the Legislature and served in that capacity in 1890-91. He resigned from the Legislature to contest Queen's County as a Conservative in conjunction with the late Senator Ferguson. They were unsuccessful. In

1902, as above stated, Mr. Blake retired from business here and opened a large establishment at Sydney, where he continued till he returned to his native city and passed away, as already stated. One brother and two sisters predeceased him. Mr Blake was twice married and had a family of one son and two daughters by his first marriage. These with his widow survive him. The daughters are married, one at Regina and the other at Halifax, where the son also resides. His family, his brother and family with numerous friends have the sympathy of the community in their bereavement.

"The Growing Time."

The main estimates of public expenditure for the financial year were submitted to Parliament at Ottawa on Thursday last. They provide for votes for the Public Service to amount of \$127,670,993—an increase of \$16,047,661 over the amount voted last year. The total proposed vote this year on Consolidated Fund account is \$91,891,578—being an increase of \$10,752,940. The vote on Capital Account amounts to \$35,779,415—an increase of \$3,294,605. The chief increase is in the capital account on the item for Railways for which a vote is being asked of \$8,079,675. The estimates include the P. E. I. Railway branch from Harmony to Elmira, \$150,000 and increased accommodation at Charlottetown, \$79,320. On the motion to go into committee of supply on Friday Mr Foster made some remarks on the rapid growth in the cost of the machinery of government. The people of this country, he said, have no idea of the way in which this class of expenditure has grown. The Conservatives possibly had been neglectful in spreading the truth abroad. The Liberals, who, prior to 1896, had made the air ring with denunciations of the expenditure of that era, now kept silent, while it was enormously increased. Mr Foster then submitted a set of tables on the subject of the growth of the civil service outlay:—

Table showing civil service outlay from 1883-4 to 1910-11, including percentages for 12 and 50 years.

Some of the growth could be accounted for by the reorganization, but in 1907-8 that had not come into effect. More over the figures for 1909-10 showed that the increase had continued since the reorganization. "For my part," he said, "I cannot think that the country could not get its work done just as efficiently at a much smaller cost."

Lively British Politics

London advices of the 21st only recite a truism when they state the United Kingdom has not, for many years, been so deeply absorbed in politics as just at present. The present week will probably see the culmination of the fierce warfare which has been carried on over the budget. The House of Lords is expected to vote tomorrow on Lord Lansdowne's resolution calling for the rejection of the budget. By that time most of the big guns in the Upper House shall have spoken on the question. Lord Rosebery's effort for the Conservatives, and that of the Earl of Halsbury for the Liberals are awaited with the

most interest. Probably the largest number of lords will be mustered for the vote since the rejection of Home Rule. About 450, many of whom practically are strangers to parliament, are likely to be assembled, and not more than one quarter of these will support the budget. Apart from any discussion of the merits of the budget, the House of Lords seem to have outmaneuvered the Commons in the strategic position they have assumed. The people of Great Britain can find little fault with the contention of the upper chamber that this radical departure in taxation, as well as subversion of traditional principles, should not go into force without the electors being consulted. Lord Lansdowne has cleverly placed the Peers in the position of being the champions of the masses, in insisting that they shall be the arbiters as between the Lords and the Commons.

Dominion Parliament.

On Monday the 15th, the debate on the address in reply to the speech from the throne commenced in the House of Commons. The speakers who took part in the debate included: Erection of Berthies the mover, Kyte of Richmond, N. S., the seconder, R. L. Borden, Sir Wilfrid Laurier, and Mr W. F. Maclean. In a forcible address, Mr Borden touched on many live topics, which Sir Wilfrid side-stepped in his reply.

Mr. R. L. Borden opened with a sympathetic reference to the death of Dr. McClary, the former member for Strathcona. Discussing the speech from the throne, Mr Borden noted that last year his excellency had referred to the world wide depression with a suggestion that Canada could not escape it, while this year there is no reference to the world wide prosperity, the Government claiming full credit for the good times, while disclaiming responsibility for hard times. As for growth, he drew attention to the enormous growth in expenditures. During the last ten years of Conservative rule the revenue had amounted to \$371,000,000. During the last ten years of the Laurier Government the revenue received was \$692,500,000 or an excess in the ten years of \$321,500,000. Despite this enormous increase in revenue, the public debt had been increased by \$66,000,000. This vast increase was far from being due to the Transcontinental project, putting the railway and the Quebec bridge aside, there still was \$321,500,000 of excess revenue and a debt increase of \$7,000,000 beside. What about the completion of the Transcontinental and the Quebec bridge? Had the Government any idea as to when these events would take place? And what did the Government propose to do with the Levis to Moncton stretch in the period before the completion of the Quebec bridge? Mr Borden touched on the waterways treaty, urging that the Government should announce its decision as early as possible, repeating his declaration that such a treaty should be subject to ratification by the Canadian Parliament.

After an allusion to the dormant condition of the All Red Route, Mr Borden brought up the French treaty and its bearing on the retaliation clause of the new United States tariff. Canada he said sells to the United States fifty times as much as France and buys from the United States twenty-five times as much as from France. This fact was worthy of consideration. Coming to naval defence, Mr Borden said that he had been a little in doubt from some of Mr Kyte's remarks whether Canada was still within the British Empire. He also referred to speeches by Cabinet ministers on defence. If the Liberal journalists who had announced that he had supported the Government's naval policy imagined that he and the Conservative party would support what those ministers had said they were very much mistaken. He would defer discussion of the matter until the Government had brought down its policy. He concluded by chaffing the Prime Minister on the way in which he once more had gone outside of the ranks of the M. P.'s in selecting the youngest minister, Mr. Mackenzie King.

Sir Wilfrid Laurier declined to discuss most of the topics which Mr Borden had raised, but did advert to the Transcontinental, saying Sir Charles Rivers Wilson's complaint that Winnipeg to Lake Superior branch had been delayed proved to be a mistake as wheat is now being carried over the line. On the French treaty he contented himself with the declaration that nothing in Canadian legislation could be construed as a discrimination against the U. S. The naval defence question, the first minister said called for some discussion. The policy which he had adopted last March had been subjected to attack in quarters where it should be supported. The papers on the Imperial Defence Conference, he said, would be laid before the House on Wednesday.

Mr W. F. Maclean spoke at some length on the naval issue, saying that Canada is at the parting of the ways, and that the proper policy is both a contribution and a Canadian naval force. He also argued for the rebuilding of Canadian shipbuilding industry by inducing British firms to establish themselves in Canada.

Mr Foster brought up the fact that in 1905 the Intercolonial had a deficit of over \$800,000 and had absorbed \$3,800,000 in capital expenditure. With 12,539 cars of all sorts it had added to its rolling stock 619 from capital account and very few from revenue account; yet rolling stock had not been replaced from current account. It was an example of the way in which deficits were avoided in the accounts presented by the Government. Touching on the relation between the French treaty and the U. S. tariff Mr Foster asked if the first minister and Mr Fielding had made up their minds as to the incidence of the U. S. tariff upon Canada. Had Sir Wilfrid Laurier any assurance from American authorities to this effect? The treatment by the U. S. of paper and pulp coming from Canada showed the spirit in which that country approached the subject. On March 31 next an additional 25 per cent. will be added to all Canadian exports, and his reading was that this 25 per cent will apply to articles on the free list as well. The president of the U. S. might exempt Canada from this extra duty, but his action was under advice from the tariff commission and would depend upon that commission's report. Canada will not know the mind of the U. S. he held, until after March 31 next. This is a grave and serious juncture which needs very careful treatment. Another important feature was a clause imposing 10 per cent additional duty on goods brought in by non-American vessels. Thus imports from the far east through Canada into the U. S. may be penalized. Then there is the tonnage tax to consider. All these showed that the purpose of the U. S. tariff was to benefit Canada. He examined the phrasing of the retaliatory clause pointing out that under it the U. S. could resent with this additional tax an attempt to confine the British preference to Canadian ports. He did not advocate renegeing from the position Canada had occupied but the dislocation of trade involved was so tremendous as to require careful consideration. It was now past six o'clock and Mr Foster closed with a brief remark on the naval question. The Premier had been actuated by two spirits. He had shown the spirit of arch mischief when they tried to raise questions in the Conservative camp, he had shown the spirit of Paul of Tarsus in his pleading with his own side.

After dinner Mr Haggart, Winnipeg, spoke, discussing the Hudson Bay Railway. Mr Sprout followed, criticizing the immigration policy of the Government, discussing the expenditure upon the Transcontinental and the Quebec bridge, and eliciting from Mr Graham an assertion that his speech at Montreal was inaccurately reported, especially with regard to the allegation that he referred to the Governor-General. Mr Lewis, West Huron, closed the debate with a characteristic speech, in which, after advertising to procedure to combine, he took up the subject of immigration. "I give notice," he said, "that I propose introducing a bill prohibiting all immigration from Europe, Turkey in Asia and Siberia south 44 degrees north latitude, and east of 20 degrees east longitude." From this he passed to race suicide and linked this with female suffrage. "If, as

will surely happen, married women ask for votes in Canada let the privilege be granted to them on the condition that they fulfil their duty as women to their country, and as wives, and let us grant them the privilege of voting on the clear cut principle of no babies, no ballot." The house laughed loudly and passed the address, adjourning at 9.30.

On Tuesday 16th, the House of Commons had but a two hours sitting, devoted to miscellaneous business. Mr Crockett of York, N. B. on the adjournment, asked several leading questions in reference to the Government's action upon the proposal for the construction of St. John River Valley Railroad. The Premier found these questions awkward and turned the matter over to Mr. Pugsley, who was equal to the occasion and gave answers sufficiently evasive and misleading. Dr Daniel of St. John asked several questions relative to aids to navigators on the Bay of Fundy and the loss of the steamer Hestia. Mr Brodeur replied that at Westport, Blar Island, there is a subsidized motor boat and crew. There is a Beebe McLennan life boat at Seal Cove, Grand Manan, with a coxswain in charge but no established crew. At Westport, Mr Bowers, the owner, has charge of the boat. At Seal Cove, Mr T. C. Benson, the coxswain, has charge.

Asked if a crew is provided he said: "Not at Seal Cove. Volunteers have to man the boat at present. Questioned as to the intention of the Government to provide a crew he said: "It is, if not at the present station at some more suitable location. Asked if the Seal Cove boat had been used upon the occasion of the wreck of the Hestia he said: "No. When the fishermen at Seal Cove 9 1/2 miles distant heard of the wreck they set out in their sailing fishing boats with which they rescued the surviving seamen. It was not a case then for a life boat and beyond the beat of the Seal Cove station." Dr Daniel also asked: "When was the Government or any of its departments informed that the light in the buoy on the Old Proprietor Rock in the Bay of Fundy was out, that the whistle of said buoy was also defective?" 2nd. "Is the Government or the Department of Marine and Fisheries aware that this light has not been operating during the whole or greater part of the past summer?" 3rd. "Why has this gas and automatic whistle buoy been allowed to remain so long in this defective condition?" Mr Brodeur replied: "The St. John agency of the Department advised January 22, 1909, that light was out. The station agent thereupon notified the shipping interests and advised in the local papers on 25th Jan. that light was out. The Department at Ottawa was not aware of the irregularity. The whistle was found defective 7th Nov., 1909. On account of adverse weather conditions also press of work in connection with the more important aids to navigation."

Mr Foster asked: "What has been done up to date to forward the process in the court of equity of the Province of New Brunswick begun by the Minister of Public Works as declared in his speech of May 5th, 1909 in the House of Commons as follows: I yesterday instructed my solicitors, the legislature being prorogued only a few days ago, to issue subpoenas in the Supreme Court in Equity of the Province of New Brunswick making the New Brunswick Coal and Railway Company and the other parties defendants, so as to bring all parties before the court for the purpose of having an accounting as to the receipts and expenditures made by that company and for the purpose of having a decree made as to the state of the accounts."

The Imperial defence correspondence was submitted to Parliament on Wednesday 17th. This reveals what the Imperial Government asked, and in part what the Dominion refused. What our Government is planning to do we have only an inkling of. Great Britain desired first of all that Canada should establish a "Fleet Unit" on the Pacific, comprising one armored cruiser, (indomitable class, Dreadnought type), three Bristol (fast protected cruisers), six destroyers (improved "River" type), and three submarines. The cost would be about \$5,000,000 a year. Australia is doing this. Canada refused. Filling this, the admiralty at the request of Canada, drew up two alternative plans to Canada.

(1)—To cost \$3,000,000 a year. For Bristol, two on the Atlantic, two on the Pacific, one Boadicea (very fast, lightly armed, small cruiser) and six destroyers, all on the Atlantic coast. The number of officers and men would be 3,104. The cost of repairs, maintenance, interest, sinking fund, etc., would be about £200,000 a year.

(2)—To cost \$2,000,000 a year. Two Bristol on the Pacific. One Bristol and four destroyers on the Atlantic. The number of men would be 1408. It is evident that it is the latter of these which the government has more or less decided upon. Pending the sailing of the new cruisers the admiralty might lend two older cruisers of the Apollo class, so that the training of the new naval personnel might be proceeded with at once. "The vessels would be fitted out and maintained at the expense of Canada, and the officers and men provided by volunteers from the Royal Navy, but paid by the Canadian government. They would be lent until they will be replaced from time to time by qualified Canadian officers and men. The admiralty would be willing also to lend certain officers for organizing duties creating the instruction of seamen, stokers, etc."

There were also the outstanding fact. The admiralty said in effect: "We are anxious about the Pacific. If you wish to hold, go in with Australia and New Zealand." Canada refused and is going to establish two tiny squadrons, one on each coast. Note that the cost of the fleet unit would be very little larger than that of the larger of the two plans asked for. The Blue Book does not state this in quite such blunt terms as the foregoing. The fact is rather masked than otherwise. But we may put together a paragraph from the admiralty memorandum which Mr. McKenna laid before the conference, and the opening remarks of the report of the conference between the Imperial and the Canadian representatives.

The Admiralty memorandum says, "For the opinion of the Admiralty, a Dominion Government desirous of having a navy should aim at forming a distinct fleet unit, and the smallest unit is one which, while manageable in time of peace, is capable of being used in its component parts in time of war." Mark the phraseology, "A Dominion Government." Note the admission of the New Zealand Government, "Desires to create a navy," that is what we say we are about. A close case of advising Canada to do this. The report of the conference between Canada and the Admiralty says, "While on naval strategic considerations, it was thought that a fleet unit on the Pacific as outlined by the Admiralty, might in the future be an acceptable system of naval defence." It was recognized that Canada's double seaboard rendered the provision of such a fleet unit undesirable for the present. Note the words, "On the Pacific" and "As outlined by Admiralty." Note the clear statement that a fleet unit on the Pacific is what the strategic situation demands. Note that the Admiralty still advances it as the scheme desirable to work up to in the future. If ever a wistful eye was cast at a good scheme by men an inferior one, we see it here.

So much for the main point of the affair. Now let us go over the proceedings in detail. The first new paper of importance is the Admiralty memorandum which Mr McKenna laid before the conference as his brief. After a recital of the circumstances which led up to the conference, the memorandum says (2) "If the problem of Imperial naval defence were considered merely as a problem of naval strategy it would be found that the greatest output of strength for given expenditure is obtained by the maintenance of a single navy with the concomitant unity of command. In furtherance then, of the simple strategic idea, the maximum of power would be gained if all parts of the empire contributed according to their needs and resources to the maintenance of the British Navy."

Here we have the case for direct contribution. At one time the Admiralty would have insisted its case there, but it proceeds to recognize political conditions. (3) "It has, however, long been recognized that in defining the conditions under which the naval force of the Empire should be developed other considerations than those of strategy must be taken into account. The various circumstances of the overseas dominions have to be borne in mind. Though all have in them the seeds of a great advance in population, wealth and power, they have at the present time attained to different stages of their growth. Their geographical position has subjected them to internal and external strains, varying in kind and intensity. Their history and physical environment have given rise to individual national sentiment for the expression of which room must be found. A simple contribution of money or material may be to one Dominion the most acceptable form in which to assist in Imperial defence. Another while ready to provide local naval forces and to place them at the disposal of the Crown in the event of war, may wish to lay the foundations upon which a future navy of its own could be raised. A third may think that the best means of assisting in the Empire is in undertaking certain local services not directly of a naval character, but which may relieve the Imperial Government from expenses which would otherwise fall on the British exchequer.

(4) The main duty of the forthcoming conference as regards naval defence will be therefore to determine the form in which the various Dominion Governments can best participate in the burden of Imperial defence with due regard to varying political and geographical conditions. Looking to the difficulties involved it is not to be expected that the discussions with the several defence ministers will result in a complete and final scheme of naval defence, but it is hoped that it will be found possible to formulate the broad principles upon which the growth of potential naval forces should be fostered. While laying the foundations of future Dominion navies to be maintained in different parts of the Empire, these forces would contribute immediately and materially to the requirement of Imperial defence.

Questions and matters of routine occupied most of the sitting on Thursday. On Friday after routine proceedings were entered on for the first time this session. After a short time the committee progress was reported and the House adjourned to Monday 22nd.

The Market Prices.

Table listing market prices for various goods like Butter, Calf skins, Ducks, Eggs, etc.

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