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ST. JOHN, N. B., THURSDAY, SEPTEMBER 19, 1912.

MR. HAZEN'S STATEMENTS ON THE LAURIER NAVAL POLICY.

It is unfortunate for Liberal organs which attempt to defend the Laurier naval policy that Hansard, the official report of debates in the House of Commons, is available to refute false and misleading statements which may be put forward. To everyone acquainted with the facts, and many loyal and patriotic Liberals take this view, the less said about the naval policy of the late Government the better. It was a hopeless failure from start to finish. We do not notice even Sir Wilfrid Laurier defending it today on the public platform. Speakers on the Liberal side avoid it as an unprofitable subject for discussion. The Laurier naval policy died stillborn.

Regardless of what the people know, Mr. Pugsley's organs have been attempting to defend this policy. Why was the Navy Act not repealed by the present Government, was one foolish argument put forward. The Times, returning to the subject yesterday, published a paragraph from Mr. Hazen's speech at Leeds, in which he referred to the ships being obsolete before they could be placed in commission, and it attempted to refute the statement by claiming that the Laurier naval programme was approved by the Admiralty.

Dealing first with the reason why the Navy Act is not repealed, we find in Hansard, under date March 4th, 1912, in reply to questions asked by Mr. Mondou, member for Yamaska, that Mr. Hazen gave a clear explanation of the Borden Government's position, not only on this point but on the course that would be adopted in deciding on a naval policy. The extract follows:

MR. MONDOU:
1.—Does the Government intend to propose the repeal of the Naval Service Act?
2.—If so, does the Government intend, in case of such repeal, to propose another act containing the policy of the Government on the matter?
3.—If such other act is proposed, is it the intention of the Government to submit the same for the approval of the people before being put in force?

MR. HAZEN:
The answer to each of these questions is—"Yes." After such consideration and enquiry as may be necessary, the Government will present its naval policy to Parliament and to the people. That policy will undoubtedly require legislation which will involve the repeal of the present Naval Service Act. In the meantime that Act will remain on the Statute book for purposes in connection with the Fishery Protection Service and otherwise. Before any permanent naval policy is put into force, the people will be given an opportunity to pronounce upon it.

This statement finally disposes of any suggestions by Mr. Pugsley's organs that the Naval Act is a useful piece of legislation with which the Borden Government are loath to part. The Act goes into the discard at the first convenient opportunity.

With reference to Mr. Hazen's statement at Leeds the article in the Times is as follows:

RECKLESS MISREPRESENTATION.
The following is an extract from the Montreal Star's report of Hon. Mr. Hazen's speech at the Pelletier banquet:

"Sir Wilfrid Laurier had recognized that Canada had certain duties in this respect, but his policy was ineffective. It would have called for an expenditure of fifteen millions on ships that would have been obsolete by the time that they were ready for action. Consequently, they might just as well throw millions to the bottom of the ocean for all the good they would do to Canada or to the Empire, if expended as Sir Wilfrid Laurier had planned."

It is to be regretted that in this matter, as in his speeches in England reflecting upon the loyalty of Canadian Liberals, Mr. Hazen should misrepresent the case. He knows perfectly well that the Laurier naval programme was approved by the British Admiralty, and that the Admiralty would not advise Canada to throw fifteen millions of money to the bottom of the ocean. It is increasingly apparent that Mr. Hazen is one of the most reckless talkers in the Cabinet.

There is no misrepresentation in Mr. Hazen's statement. As to the Admiralty's approval, they asked Sir Wilfrid Laurier, representing Canada, to co-operate with Australia and New Zealand and provide a fleet unit, as the other Sister Dominions had agreed to do. He refused to co-operate with either the Mother Country or the Sister Dominions and he refused to provide a fleet unit. He said the Admiralty had no option but to accept and "approve" what he did offer—a purely local navy, useless in a naval battle, and which could only take part in an Empire war by Order-in-Council. That was how much the Admiralty "approved."

With reference to the Times' statement that "the Admiralty would not advise Canada to throw fifteen millions of money to the bottom of the ocean," let us take into account the matter of dates. Sir Wilfrid Laurier left the Imperial Defence Conference in August, 1909, with the programme for a Canadian Navy in his pocket. Two years and one month afterwards, in September, 1911, when he was turned out of office, not one keel of that navy was laid, even the contract for building the ships was not awarded. The Admiralty knew nothing of Sir Wilfrid Laurier's fears lest he might lose seats in the Province of Quebec. They were not concerned with disputes in the Cabinet as to where these ships were to be built. They supposed that Canada, like Australia and New Zealand, would get down to business at once and build the ships or have them built. More than two years elapsed and nothing effective was done. Does the Times suppose the Admiralty "approved" of that course?

What was the result? Mr. Pugsley asked for this information and Mr. Hazen supplied it in the House of Commons on January 12th of this year. We quote Mr. Pugsley's question and the answer from Hansard:

MR. PUGSLEY:
Having reference to the statement of the Minister of Marine and Fisheries, quoted in Hansard of the present session, page 178, as follows:
"That fact is, and I have evidence that cannot be contradicted and which I am prepared to give the House at any time if my statement is challenged, I have evidence that, those vessels, under that contract, (referring to the tenders for the construction of cruisers and torpedo destroyers), and under the

conditions, would not have been completed for six years from the time the contract was awarded, and by the end of the six years those vessels would have been obsolete, entirely unfit for the purpose for which they were designed."

What is the evidence to which the Minister of Marine and Fisheries referred, and will he give the House such evidence in detail?

MR. HAZEN:
In the conditions embodied by the late Government in their call for tenders for the construction of vessels for the Naval Service it was stipulated that the time allotted for the construction of the vessels would be six years.

In a memorandum from Admiral Kingsmill, dated October 9, 1911, it is stated that "OWING TO THE RAPIDITY WITH WHICH DESIGNS CHANGE IT IS ANTICIPATED THAT IF IT TAKES SIX YEARS TO COMPLETE THE PROGRAMME THE SHIPS WILL BE OUT OF DATE BEFORE THEY ARE COMPLETED."

The quotation in black type is taken verbatim from the report of Rear-Admiral Kingsmill, who was appointed under the Laurier Government, Commander of the Marine and Naval Service. No further vindication of Mr. Hazen's statement that "they might just as well have thrown these millions to the bottom of the ocean for all the good they would do to Canada or the Empire" is necessary. The fact that the bulk of the lowest tender was held up for five months and that the Laurier Government went out of office without awarding the contract, is confirmatory evidence that they knew they had committed an irretrievable blunder and that they dare not commit the country to an enormous and useless expenditure.

Mr. Pugsley's organ is faring very badly in its attacks on Mr. Hazen who, as a Minister of the Crown, makes no statements that he cannot substantiate. Nothing is to be gained by attempting to bolster up a policy which is wholly discredited, and which the people condemned at the first opportunity.

ROOSEVELT AND THE SUFFRAGISTS.

The Suffragists in the United States are evidently not to be deceived by Mr. Roosevelt's sudden enthusiasm for the ballot for women. The Progressive party had its first opportunity to show its loyalty to the woman suffrage plank in its platform when the vote was taken recently in Ohio on a new constitution. Forty-two amendments were on the ballot and all were adopted except the one for woman suffrage.

Mrs. Harriet Stanton Blatch, one of the leaders, is reported as saying after the defeat:

The Progressive party was on trial in Ohio, and it utterly failed. Roosevelt flew around the State, but not one word did he say for suffrage. He did not open his lips. It was the same with Gov. Johnson of California, while Mayor Brand Whitlock of Toledo and Mayor Baker of Cleveland spoke again and again in favor of our amendment.

Dr. Anna Shaw is unkind enough to declare that she does not "dream enough" to be a Bull Moose, and that she is in no wise an admirer of Mr. Roosevelt. "I have no use for him," adds this veteran head of the National Woman Suffrage Association, who has been fighting its battles as long as Mr. Roosevelt has been in politics, and doubtless recalls the fruitless efforts to get him to aid the cause in the days when he was securely entrenched in the White House, and not in need of the votes of the suffrage States.

It will be interesting as the presidential campaign progresses to see whether the cause of woman suffrage gains or loses by Roosevelt's advocacy. In the long run it will, probably, be better for the cause if it is not tied up with any party in any country but continues an independent agitation outside the sphere of politics.

DR. GRENELL'S WORK.

Admirers of Dr. Wilfrid Grenfell, the medical missionary of Labrador and Newfoundland, says the Ottawa Journal, will be glad to know that his noble character has been vindicated against unfair attack. Charges had been made that there was grafting in Dr. Grenfell's work, and these charges were made in such a way as to reflect somewhat on the famous head of the mission. The United States supporters of the work employed Mr. A. E. Ashdown, an expert accountant, to investigate the whole situation. His report says in part: "I found Dr. Grenfell's work in a marvelous state of efficiency." A defalcation of \$1,200 was found on the part of the man in charge of the Seaman's Institute at St. John's, and legal proceedings being taken, the guilty man was sent to the penitentiary for six months.

In so far as Dr. Grenfell personally was concerned, the investigator found that the leader of the mission was losing his own money rather than enriching himself. Such has been the growth of the work, however, that the accountants recommend a central commission of control be created and incorporated under the laws of Newfoundland to direct the work with the co-operation of an international executive committee.

Current Comment

The Fourth Estate.

Mr. Spender, a working journalist, is spoken of as British Ambassador to Washington. The country that may send him has already taken Lord Morley, Lord Milner, Mr. Bryce and a few other notables from the same field. Whether this is a good thing or only a sign of national decadence, newspaper readers may variously opine.

A Nice Alternative.

(Vancouver News-Advertiser.)
Mr. Taft was unconscious of humor when he suggested that since other nations represented in the Hague Tribunal had interests in Panama Canal navigation, and it would be impossible to obtain an unbiased verdict, therefore it would be best to give a right of international appeal to the United States Supreme Court.

Canada's Butter Market.

(Peterboro Review.)
During the year ending on March 31st last, 2,139,844 pounds of butter was imported into Canada from New Zealand, and 929,218 pounds from the United States. It would seem that what the Dominion needs is not wider markets for its butter, but more butter for its market.

High Cost of Living.

(Toronto Mail and Empire.)
An American automobile company announces that it will turn out a quarter of a million cars next year, so that there will be at least another quarter of a million people next fall bitterly complaining about the high cost of living.

Perhaps!

(Memphis Appeal.)
Governor Wilson is taking it easy. All he has to do is to keep his head and sit still in the boat.

An Objection.

(Chicago Record-Herald.)
One trouble about giving the devil his due is that it has to be done so frequently.

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EASTERN STERMER STRIKES SCHOONER

The Eastern Corporation steamer Governor Dingley, in command of Captain Mitchell, while leaving this port for Boston Wednesday morning, at 9.30 o'clock, collided with the American schooner M. V. B. Chase that put into this port Tuesday afternoon from Windsor, N. S., bound to New York harbor laden. It was very dense fog at the time the steamer struck the Chase. She was lying at anchor in the channel near the red buoy right in the track of vessels going and coming into the inner harbor and the harbor master sent word to Captain Tuttle of the schooner by Edward Doherty to shift his vessel further in to ward Fort Dufferin out of the way of vessels that would pass in or out. This he neglected to do.

When Captain Mitchell sighted the vessel the Dingley was going slow and orders were given to back at full speed which no doubt prevented a more serious accident. As it was the steamer struck the schooner forward on the port side breaking her catheads and started her bulwarks, also some of her running gear. The Governor Dingley did not receive any damage and proceeded on her voyage to Boston via Eastport. The schooner was brought up to the inner harbor and anchored in the stream where temporary repairs will be made before sailing for New York.

HOTEL ARRIVALS.

Victoria.
Mr and Mrs W. L. Sargent, Fitchburg, Mr and Mrs C. F. Pollock, New York; Mr and Mrs R. M. Worden, Mr and Mrs H. E. Ager, Springfield; Miss B. Palmer, Mrs M. Palmer, Boston; H. A. Perkins, Lynn; A. H. Jennings, Haverhill; M. B. Dixon, Riverside; J. A. Riley and wife, Bangor; W. H. Warrum, Kingston; Arthur Lane, Gloucester; C. Surrette, Moncton; D. J. Lester, McAdam; A. M. Dunn, Hampton; Frank Read, Detroit; B. J. Boyd, Roxbury; J. W. Cooney, Megantic; A. S. Thresher, Marblehead; H. P. Philips, Boston; Rev. D. Fenton and wife, Grand; J. Caldwell, Amherst; Mrs A. Corbett, Mrs B. Smith, Five Islands; Fred Green, Herbert E. Wood, Providence; Mrs. Morris, Halifax; W. Y. Douse, Boston; F. S. Clinch, Cliveville Mills; Jas. Gilligan, Boston.

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Dufferin.
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IN THE COURTS

Chancery Court.
The case of John Harquail, assignee vs. Mann et al came up before Mr. Justice McLeod in the Supreme Court, Chancery Division yesterday. This was an action to have set aside two deeds executed by Baxter and Mann, of Campbellton, while insolvent. The plaintiff and three other witnesses testified, after which the order asked was made by His Honor. Dr. W. B. Wallace, K. C., appeared for the plaintiff, and the defendants were not represented.

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