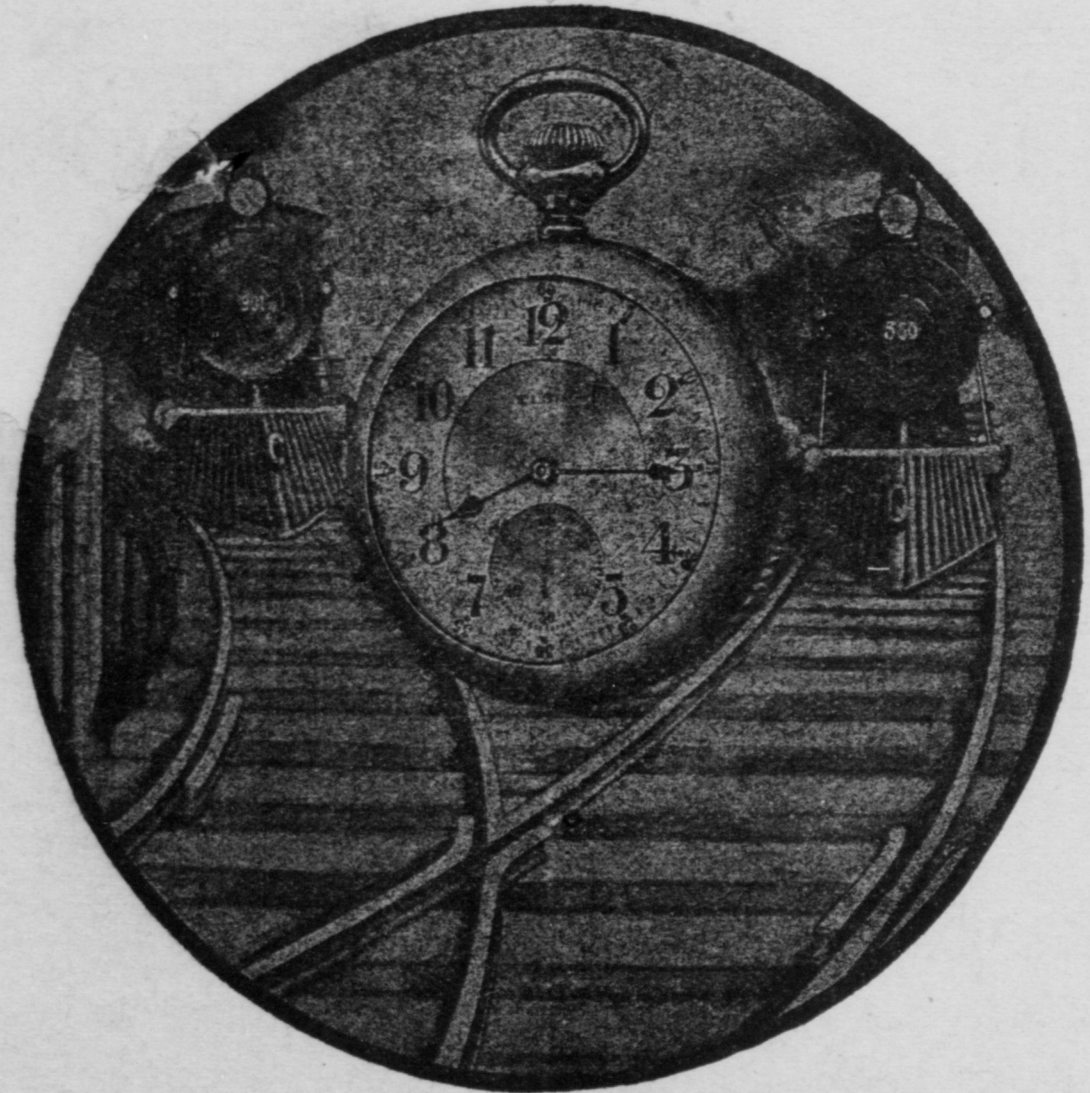


The Carleton Sentinel

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WOODSTOCK, N. B., FRIDAY, JANUARY 28, 1910.

WHOLE No. 3257



WATCHES

No more appropriate time for buying a Watch than January, the month of new resolutions and good intentions.

Resolve to be on time, promptness is a virtue that everyone can possess. Own a watch of your own, one that you can rely on—one that will give you the satisfying feeling of being accurate to the minute. Our watch stock will afford you a selection from a large range of designs of the newest creations of the case-maker's art.

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SUPPLIES.

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Send the wash to us. We do it for 4c per pound, which means that all flat work is ironed and all starched goods are starched and ready to iron.

Drop us a card or telephone 8-11 and we will do the rest.

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On All Custom Made Tailored Garments
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Just to keep the full force of hands busy during the slack season:

| \$18.00 | SUITS | FOR | \$16.00 |
|---------|-------|-----|---------|
| 20.00 | " | " | 18.00 |
| 22.00 | " | " | 19.00 |
| 24.00 | " | " | 21.00 |
| 27.00 | " | " | 24.00 |
| 30.00 | " | " | 26.00 |

Overcoats and Trousers in like proportion.

TERMS SPOT CASH.

R. B. JONES Co., Ltd.
Manchester House.

Overwhelming Supremacy of Great Britain in Shipbuilding

During the Last Year Britons Built a Greater Tonnage of Ships With Greater Indicated Horse Power Than Whole of the Other Countries Combined—The Clyde Alone Beats Germany—Scotchmen Lay The Ghost of the German Invasion.

Glasgow, Dec. 31—While in Liverpool and Glasgow I have been trying to get at the attitude of the great shipping and shipbuilding interests of these centres toward the questions affecting overseas commerce raised by the Tariff Reformers. It has been extremely difficult to obtain opinions sufficiently free from political bias to be of real value, and that difficulty will be increasingly experienced as election day approaches.

LIVERPOOL AND ITS POLITICS.
"Liverpool," said one gentleman to whom I talked, "is a Tory city at heart, with enough Irish Catholics in one of its Parliamentary divisions—curiously enough named the Scotland division—to return that genial Home Ruler, T. P. O'Connor, to the Commons, and enough North of Ireland Orangemen in some others to make election of a Liberal impossible. On this issue, however, I do not see how Liverpool can vote for protection. The city lives on the import and export trade, and the Conservative policy, if put into force, would very greatly lessen the volume of both. The Tariff Reformers say they will only lessen the volume of imports of manufactured goods and that raw materials will come in in greater bulk than ever. They forget semi-manufactured articles furnish far higher freight rates than raw materials, and that to cut even a part of them off would play havoc with the dividends of the shipping companies."

THE OTHER SIDE.
That sounded like fairly good political economy, so you may imagine my surprise on reading that Mr. J. H. Welford, Chairman of the Leyland Steamship Co., one of Liverpool's big vessel-owning companies, in presenting a very pessimistic report of the year's operation, declared that undoubtedly the Company, in common with many others, had been adversely affected by the absence of any British national trade policy and our system of free imports. The prospect of immediate return for the shareholders was very obscure, and notwithstanding all that was being said upon the subject of improvement, overseas trade business passing in all directions, he thought it would be a considerable time before shipping would feel the influence. The progress of foreign competition the last ten or fifteen years had been so enormous that the overbuilding had been greatly accentuated. There would have to be a great cessation of building in England and the Continent before the position was righted.

BRITISH SHIPPERS SUFFERED LESS.
Next morning The Liverpool Post quoted one of the leading shipowners of the world as authority for the statement that, "notwithstanding what Tariff Reformers may say, British shipping is progressing, and is in a far better position than that of the foreigner. British shipowners suffered from the long depression, but the great foreign shipping companies have suffered more severely."

THE CLYDE GIVES FIGURES.
The latter view seems to be backed up by the facts, for when I came to the Clyde to pursue the inquiries and discover what progress the Tariff Reformers were making, I found that The Glasgow Herald in its annual review of shipbuilding had been forced to admit that British shipping and shipbuilding approach the new year with far brighter prospects than the corresponding industries abroad. The truth is that the shipowners and shipbuilders on these little islands are not at all satisfied with themselves unless they are carrying the greater part of the world's sea-borne commerce and building half the ships on the stocks throughout Christendom.

SUBLIME AUDACITY.
The audacity of the thing is sublime. Let me give in general outline some of the figures of shipbuilding all over the world in the year that closes today. The returns are so absolutely accurate that the Waible, built at Collingwood, and the tug Eri King, launched by the Polson's during the year are carefully scheduled. Here are the facts in the most condensed form:

| | Ves. | Tons. | I. H. P. |
|-------------------|-------|-----------|-----------|
| Scotland..... | 418 | 427,325 | 638,310 |
| England..... | 642 | 633,299 | 708,383 |
| Ireland..... | 37 | 120,904 | 123,760 |
| U. K. totals..... | 1,097 | 1,181,529 | 1,470,443 |
| Colonial..... | 130 | 117,425 | 6,419 |
| Foreign..... | 1,378 | 1,088,799 | 1,139,860 |

2,605 2,287,752 2,616,752

| | Ves. | Tons. | I. H. P. |
|-------------------|-------|-----------|-----------|
| Scotland..... | 680 | 400,194 | 528,872 |
| England..... | 623 | 517,752 | 514,183 |
| Ireland..... | 22 | 158,626 | 105,490 |
| U. K. totals..... | 1,325 | 1,076,572 | 1,148,545 |
| Colonial..... | 137 | 28,029 | 9,542 |
| Foreign..... | 1,421 | 1,170,753 | 973,127 |

2,883 2,275,354 2,131,214
HALF THE WORLD'S TONNAGE.
In shipbuilding it is tonnage and horsepower that count not numbers. These figures prove that in the twelve months just passed, at a time when competition was exceedingly keen, the forty-four million Britons built a greater tonnage of ships with greater indicated horsepower than the whole of the other countries of the world combined.

THE CLYDE BEATS GERMANY.
Much is heard of the progress of German shipbuilding. Germany is the bogey man in Britain today in many respects. The special writer in The Herald, forgetting altogether the delicate political situation, declares joyfully that the Clyde alone produced a great deal more tonnage than either the United States or Germany more than double that of the Tyne or of any foreign country except the two already referred to, and only some 40,000 tons short of the output of the northeast coast of England. In the making of marine engines of the most powerful type the Clyde also takes first place, with a total of 200,000 h. p. higher than the next best figures—those of Germany.

| | Vessels. | Tons. | I. H. P. |
|--------------------|----------|---------|----------|
| The Clyde..... | 354 | 403,187 | 610,985 |
| United States..... | 201 | 281,271 | 213,770 |
| Germany..... | 289 | 277,155 | 414,647 |
| The Tyne..... | 112 | 199,307 | 262,996 |
| Holland..... | 113 | 174,920 | 72,901 |
| France..... | 40 | 132,877 | 186,860 |

BRITAIN STILL THE VICTOR.
It must be remembered that Bismarck, to encourage German shipbuilding, gave the most absolute free trade in the materials used in shipbuilding, yet the much-vaunted German, working largely under the same conditions as regards materials, is still hopelessly outclassed in this great industry by the British workman. In Germany the chief shipbuilding during the year was that of warships. Three Dreadnoughts, one battleship cruiser, and 16 other naval vessels furnished a large part of Germany's output, which did not include a single large liner. There were only seven merchant ships of over 10,000 tons launched in the world during the year. Six of them were built in Britain and one in France.

ANOTHER FROM THE SHOULDER.
There is no need to labor the point, the facts speak for themselves. Nay, more, this very frank writer gives a nasty jab at the alleged superiority of Germany in another direction when, speaking of warship construction, he says: "The return deals with launched ships—not completed ships—and it is on completed ships that any comparison of our naval shipbuilding resources with those of Germany must be made. That Germany's resources in respect of gun-mounting provision and armor provision are yet fully drawn on seems to be belied by the zeal with which its shipbuilders have followed up the Argon work. On the other hand, our own resources have never been taxed to the extent they will be taxed in the next two years. Excluding the Vanguard, St Vincent and Collingwood, which should be commissioned early in the new year, but including the Brazilian ships, San Paulo and Rio de Janeiro and the two Indefatigables, which are to be built for Australia and New Zealand respectively, we shall have next year 14 large armored vessels under construction in the United Kingdom at one time. No wise Briton seeks to belittle the naval shipbuilding capacity of Germany, but it simply could not look at the task of building 14 Dreadnoughts at once. Their resources, as a fact, do not go much beyond four ships on the stocks and four in the fitting-out basins."

TO LAY A GHOST.
To those who see the spectre of German conquest of Britain I commend that last sentence. The expert, with no object save that of telling the truth, says in effect that Britain can build and engine at least twice as many warships at a time as Germany. Knowing these things to be so, the Clyde men do not worry nearly so much over Britain's naval supremacy as the Londoners, who are three hundred miles away

What A Difference.

It is idle to expect consistency on the part of the Oppositionists, more particularly the noisy faction who have taken upon themselves the salvation of the Empire. Witness their furious denunciation of what they insultingly describe as the "tin-pot" and "pop-gun" policy of a Canadian Navy, which is to comprise eleven commerce protecting cruisers and destroyers costing some Eleven Million Dollars, and then witness how they have treated the "do-nothing" policy of Mr. F. D. Monk, the Conservative leader for Quebec, Mr. Borden's chief lieutenant in Parliament! Fancy how the charges of "traitor" and "treason" would have hurtled through the air, had a Liberal member made the speech which Mr. Monk made the other day, when he uttered his angry protest against contributing a dollar or a ship to Imperial naval defence! The Winnipeg Free Press puts the situation very effectively:

"Suppose that a Conservative Government were in power, and had introduced in Parliament the naval policy which Sir Wilfrid Laurier has introduced; and suppose that the man of second greatest importance in the Liberal Opposition and party leader for Quebec—such as Mr. Wilfrid Laurier was when Mr. Blake was the Opposition leader and the Government of Sir John Macdonald was in power—were to talk as Mr. Monk is now talking, would or would not, Conservative papers like the Toronto Mail and Empire and the Winnipeg organ assail him with charges of treason and of traitorous appeals to the racial prejudices of his own Province? The question is one that answers itself. And yet observe how Mr. Monk's outspoken, forthright, undisguised and most vehement hostility against spending a dollar of Canadian money for any naval purpose whatever and strenuous advocacy of a "do nothing" policy, go absolutely unbarred at as treason by the Conservative watch-dogs of Empire.

Observe also the fact that not a Liberal in Parliament stands for a "do-nothing" policy; on the contrary, every Liberal stands for the policy of a Canadian Navy, while the Conservative Party is broken up into groups, some advocating one thing, some another, and even those who advocate doing nothing are broken up into two sections, one declaring with Mr. Monk, on principle, that nothing should be done, and the other declaring with Mr. Jameson, the Conservative member for Digby, N. S., that nothing should be done until after a plebiscite of the people of the whole Dominion has decided whether or not anything should be done, and if so, what. The most extraordinary thing, however, in connection with this variegated welter of conflicting opinions in the Conservative Party in regard to the naval question, is that Mr. Monk is not being loudly bayed at as a black-hearted traitor by the aforeaid Conservative watchdogs of Empire. Evidently these faithful creatures are respecters of persons to such an extent that it interferes with the keenness of their scent for treason. Their attitude towards Mr. Monk may be described in a sentence from Shakespeare, with a couple of words altered for the occasion: "That in a Conservative's but a choleric word."

"Which in a Lib'l would be flat blasphemy."—Chronicle

from the greatest of shipbuilding centres.

TO THOSE WHO ARE AFFRIGHTED
This New Year's Eve letter goes forward in the hope that it will raise the drooping spirits of some on your side of the Atlantic who rise every morning fearing to read of the sack of London by the men from the other side of the North Sea. That a nation of 44,000,000 crowded upon two little islands aggregating 121,000 square miles in extent will not always be able to hold their own against a nation of 64,000,000, occupying 208,000 square miles, seems to be one of those elementary facts that no one dare dispute. Some day Germany may have more ships than Britain, and may be able to build them more quickly. That day is not yet, and before it comes the young nations of the British Empire may more than balance the population account.

Meanwhile the Clyde is still for free imports, and still unafraid of Germany. As I cabled you yesterday, even Unionist opinion here points to very little change in the political complexion of Scotland as a result of the election. The contingent will total about 57 Liberals and fifteen Conservatives, unless the prophets are all at sea.

During the past year the C. P. R. has been running two and sometimes three extra cars on the up and down express but have never lengthened the platform at Queen St on the South end, the consequence being that in the summer time passengers alighting at the rear end, have to make a wild leap to the ground and in winter light in a snow bank. We certainly think it would be a good idea if the C. P. R. would build an extension as above stated.

Try Holyoke's Candies and get the best.

Canada Has Laid Well The Foundation For National Progress.

Hon. Clifford Sifton, at the Opening Session of the Commission for the Conservation of National Resources, Declared That We Are Now on the Eve of Great Expansion and Prosperity.

Ottawa, Jan. 18—The inauguration meeting of the Commission for the Conservation of National Resources was held this morning in the Carnegie Library with a full attendance of members representing every Province in the Dominion, and constituting one of the most influential bodies of public men which have ever formed a Commission, was marked by a statesmanlike and thought compelling speech by the chairman of the Commission, Hon. Clifford Sifton. He sketched the scope of the Commission, outlined the present situation respecting the exploitation and conservation of natural resources, and suggested lines of important practical work which the Commission might undertake.

WORK OF THE COMMISSION.
At the outset he noted that the Commission met under the mandate of Parliament as an independent body, national in its constitution, to undertake, in an advisory capacity the great work of collecting and tabulating information as to the natural resources of the Dominion, making it available for use, and advising upon measures which would make for the conservation of these resources for the present and for the future generations. Its work, he said must be undertaken in a thorough and scientific manner, and its recommendations based on the authority of accuracy and disinterested parties would in the main be almost certain to be carried into effect.

RIGHTS OF PROVINCES PROTECTED.
The formation of the Commission he said resulted directly from the North American Conservation conference summoned by President Roosevelt, and held at Washington last winter.

In the framing of the legislation constituting the Commission every care had been taken to avoid any risk of interference with the rights of the Provinces. To avoid this, care was taken to give the Provinces a preponderant representation to the Commission, and in accepting the position of Chairman, Mr. Sifton, had determined to with draw from all participation in party politics affairs, and proposed rigidly adhering to this rule.

MAGNITUDE OF THE WORK.
Referring to the magnitude of the work before the Commission, Mr. Sifton noted that Canada was in many respects more favorably situated than the United States to adopt a wise and efficient policy of conservation. The great bulk of the forest lands and the water powers of the country were still vested in the Crown, whereas in the United States they were held for the most part by vested interests.

OUTLINED THE POLICY
Outlining the policy that should be adopted by the commission, he noted that the first great work should be the making of a complete and thorough inventory of our natural resources, thus enabling the dissemination of information for public use, and laying the basis for an intelligent and comprehensive Government policy of conservation. It was the function of the Commission not to stand in the way of development but rather to assist in every way possible. Dealing briefly with some of the practical reforms that might be inaugurated, he noted that in the exploitation of the mineral resources of the Dominion there was great scope for scientific development to prevent waste, and to secure more development of the resources. In 1909 the mineral production in Canada was twenty and a half millions. In 1908 it had increased to no less than eighty-seven millions, but exclusive of the Yukon, this development has taken place practically only in the settled portions of the country.

DEVELOP MINERAL DEPOSITS
By far the greatest portion of the Dominion remains unprospected. Great bodies of minerals known to exist are at present useless because of the lack of effective modes of treatment.

Electric smelting processes in the course of investigation of which the Canadian Government had taken the lead, promised enormous development of the iron ore deposits of Ontario and other Provinces. The fatality record in mining accidents was one of the worst in the world, and there was urgent and immediate need of effort to protect the lives and health of the mining population.

The fisheries gave ample scope for the efforts of the Commission in assisting to secure the adoption of policies which would more effectively secure and conserve the fish supply.

CARE OF PUBLIC HEALTH.

On the subject of public health it was pointed out that while the Dominion expended great sums on the work of eradicating the diseased animals, similar attention is not given to the diseases of human beings.

A sub-committee of the commission might do useful work in developing a national plan in dealing with the cure and prevention of tuberculosis. At present the pollution of rivers and streams was being dealt with now only in partial, perfunctory and haphazard manner.

There was need for systematic legislation by the Provinces and the Dominion based upon a careful investigation in which the rights and duties of all parties would be made clear. The water supply for domestic use, for the promotion of fertility of the soil, for navigation and for power was universally necessary for our national resources.

It could be conserved and improved by proper treatment, such for instance as the methods of cultivation which tended to prevent rapid run off, the preservation of forest growth, and the construction of catchment basins and areas similar to those being constructed on a large scale by the Federal Government at the headwaters of the Ottawa.

There should be a fundamental law governing the development of all water powers, pertaining public control of water, and asserting the rights of the Governments concerned to participate in the profits on a scale, small at first, but providing for revision and increase in the future.

GREAT STRIDES IN FORESTRY.

In forestry great strides have been made in the past few years and the Universities are now turning out trained foresters; regulations for cutting, calculated to conserve and improve the merchantable timber should be adopted, and a relentless war should be waged against the present destruction of forests. The fertility of the soil, the regularity and volume of stream flow, climatic moderations as well as the timber supply depended upon the prevention of fire losses.

The two great reserves should be created immediately. The first on the east slope of the Rocky Mountains embracing all the forest lands. This reserve is already in process of formation by the Dominion which will bring in a Bill for that purpose. A second reserve should be created embracing all the Provinces and Government land south of the height of land and extending from Sudbury to the neighborhood of Port Arthur, except such portions along the railways as are fit for cultivation. Prevention of forest fires from railway locomotives was the most important first-step, the present situation in this respect being intolerable.

Protective measures should be perfected now to prevent the destruction of timber along the line of the new Transcontinental Railway.

Concluding Mr. Sifton emphasized the advantageous position in which Canada stood at the present time.

PROGRESS AND PROSPERITY.

"Having overcome the initial difficulties," he said, "we have laid the foundation for national progress, and are now on the eve of great expansion and prosperity. The least study of the conditions will make it clear that we shall soon see a great influx of capital, especially from the United States. It will come to acquire our sources of wealth. It will acquire in order to monopolize."

"It is our duty to prepare in advance against this by so amending all the laws so that no matter who requires the ownership the people will not be deprived of their control nor of their fair share of the wealth that is produced from the mine in the future."

The Commission this afternoon were received by His Excellency, Earl Grey, and Sir Wilfrid Laurier at a reception at Rideau Hall. Afterwards they visited the Booth and Eddy industries at the Chaudiere Falls. A series of addresses by Provincial Ministers and other members of Commission will be given tomorrow.

Among those in attendance are Hon. A. K. MacLean, Prof. Howard Murray and Mr. Frank Davidson of Nova Scotia.

C. M. Sherwood, Ltd. offer for sale, a quantity of ground feed of different grades, at their Flour mill, Centreville. Now is the time, while feed is plentiful, to lay in a stock for next summer requirements, when prices will soar again, and many will have to do without.