

## The Carleton Sentinel

F. B. CARVELL, PRESIDENT.

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THE SYDNEY IS A "TIN POT."

One of the most notable achievements of any vessel under the British flag since war broke out was the sinking of the German commerce-destructor Emden by the Australian cruiser Sydney. The Emden had paralyzed trade between Great Britain and Calcutta, and had captured and sunk twenty-two merchant ships and two war vessels—a Russian cruiser and a French destroyer. On the day after the cruiser Sydney ran her down, riddled her, and drove her ashore, Mr. Winston Churchill called the Navy Board of the Australian Government in these words:

"Warmest congratulations on the brilliant entry of the Australian navy into the war and the signal service rendered to the allied cause and to peaceful commerce by the destruction of the Emden."

The vessel that performed this "signal service" was exactly of the type that Sir Wilfrid Laurier and his Government proposed to build for the protection of Canada's coasts and commerce, and would have built had not the Nationalist Conservative alliance during the election of 1911 demanded that the "tin-pot" policy be abandoned and the people given the right to vote on the question of navy or no navy. Had the Laurier Government remained in power the Dominion today would have had at least two ships of the Sydney type on the Pacific station, and might have shared in the congratulations that have been tendered Australia for her signal service to the allied cause. As to the facts there is no dispute. In pursuance of an agreement with the Imperial Government and the Government of the Commonwealth of Australia, by which the self-governing Dominions were to build up local fleets for their own defence and for the assistance of the motherland in times of emergency, the Government of Canada in 1911 called for tenders for the construction of four cruisers of an improved British type and six fast destroyers. Tenders were desired for the building of the ships in Canada, as it was hoped thus to develop a shipbuilding industry. Six of the greatest British firms tendered to build in Canada and all agreed to complete at least one cruiser and two destroyers within three years and a cruiser thereafter each year. A tender was also received for the building of the vessels in Britain, and Admiral Kingsmill advised that one or two of the cruisers and destroyers should be built there, thus

insuring delivery of the first vessel in about eighteen months.

The tenders were received on the 1st of May, but as the naval policy of the Government—as well as its fiscal policy—was under fire, and as an election had been determined upon to test the public mind, the Laurier Government did not feel warranted in awarding the contracts. Had the Government emerged victoriously from the contest contracts would undoubtedly have been entered into that would have enabled Canada to take part in the running down of the Emden. The Borden Government when it came into power returned the tenders and failed to make any proposals for naval defence till December, 1912, by which time the Australian program was well under way, and the sister cruisers, Melbourne and Sydney, had been launched from British shipyards. With amazing shortsightedness Mr. Hazen, the Minister of Marine, defended the abandonment of the proposed construction program. In a speech delivered in the Commons on March 12, 1912, he declared that the ships would be obsolete before the last of them could be turned out from a Canadian yard. "Would there be any advantage," he asked, "in spending a large portion of the money of the taxpayers of this country, \$15,000,000, on a program that would be obsolete and on ships that would be out-of-date before the program was completed?—ships that would be unable to render any service in case the Empire or Canada were attacked, and could only be used for training ships."

The fatuity of this statement is illustrated by the despatch of the Admiralty thanking Australia for signal services rendered by a cruiser of exactly the desired "tin-pot" type that Mr. Hazen condemned in his topology fashion. The original Bristol launched in 1910 was a ship of 4,820 tons, with turbine engines of 22,500 horsepower, speed of 25 knots, and armament of two 6-inch and ten 4-inch guns. The improved Bristols that Australia built and Laurier proposed to build are of 5,600 tons, with turbines of 25,000 horsepower, speed of 25 knots, and armament of nine 6-inch guns.

These were the "tin pots" jeered at on every Conservative platform three years ago. The Sydney is one of them, and brings honor to Australia. The stone that the Canadian Conservatives, under the influence of Monk, Bourassa, and Blondin rejected, has been made the head of the corner. And Ottawa, with a wry face has had to refit and send to sea even the despised Niobe and the Rainbow that were the theme of Tory jests from Halifax to Vancouver.—Toronto Globe.

According to the census of 1910, there were in the United States two and a half millions who were born in Germany; nearly four millions more both of whose parents were born in Germany; and nearly two millions with one parent born in Germany, the other in the United States. It is also worth noting that only two per cent. of the German-American population are in New England, only thirteen per cent. in twenty-seven States in the Southern, Mountain, and the Pacific groups, while eighty-five per cent. are in the Middle Atlantic and the States stretching from the Hudson River along the Lakes front westward, and including Kansas, Nebraska, and the Dakotas.

The agricultural editor of the Gleaner is much concerned over the sale of Canadian mitten to American concerns.

The Fredericton Mail commenting on the matter says: "When the average farmer wants money, he has to sell the product of his farm to get it. As a rule, he cannot make a draft on some politician who wants cheap advertising, nor can he hold up some railway magnate to the tune of a thousand dollars whenever he feels like it. He must deliver the goods in exchange for the cash."

In writing "Carvellisms," the Gleaner might throw some light on how many high salaried gold brain men of Colonel Sam Hughes went to the front. Some very interesting figures, bearing on the policy of Canada's War Lord, will be brought to light when the proper time arrives.

"Government House," Oak Bay, was visited by some prominent Tory politicians last week. Mr. W. H. Berry had returned from his journey in the United States and was "At Home" to his friends.

If we are to have a scheme of civic government that will work out successfully, every citizen should work and not merely grumble.

Many civic critics are often unwilling to make the slightest effort to amend the conditions of which they so bitterly complain.

## FLEMMING DOWN AND OUT

### All Night Session

As we go to press (Thursday, p. m.) we learn that the Tory leaders held an all-night session in Fredericton, attended by Premier Flemming, when every effort was made to induce him to resign, which he refused to do. He has been closeted with the Lieutenant Governor today (Thursday) and it is rumored that he has consented to step down and out. The Dugal report will not be considered until Flemming is out of the way. It is said he has threatened to make interesting disclosures, and members of the government are fearful that he will carry out his threats.

The following "by special cable" to the Gleaner appeared in that paper November 13th: London, Nov. 13.—General Alderson, commanding Canadians at Salisbury Plain, gives the following message to



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London journalists for publication: "Ask the public to stop the Canadian soldiers, or I must stop giving them passes." This is the sequel to certain unpleasant scenes in London streets, one or two of which ended in the police courts.

This is a "Gleanerism."

The Dugal report has returned from a visit to Woodstock, Oak Bay and Ottawa.

There are more serious charges against W. H. Berry. What is the Attorney-General going to do about it?

BOIL THE WATER.

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