

THE DAILY NEWS

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DAILY EDITION

Wednesday, April 9, 1913.

MISTRESS OF THE SEA;
MASTER OF THE AIR.

Our readers read in the Daily News of yesterday in a despatch from Berlin to the effect that the Kaiser was about to spend a large amount of the people's money in the construction of an immense air fleet, not in any way to stimulate the development of German industry but merely as a machine to destroy her supposed enemies. Jean Paul Richter, the incomparable German satirist, once said: "Providence has given to France dominion over the land, to Britain dominion over the sea, and to Germany—over the air." As at the time he wrote dirigibles and heavier than air machines were unknown, it is possible that Jean Paul was poking fun at his countrymen, or perhaps he was making a sly allusion to their predilection for metaphysics.

Today it would appear as if the words, written in jest, have become literally true. Man's conquest of the air, if not yet complete, is at least near at hand, and with its coming government is beginning to vie with government, state with state, each to outstrip the other in the size and battering ability of their aerial fleets. It is a melancholy fact that the first thought that occurs when man has effected a new triumph over nature is how it can be employed for the purposes of warfare and destruction of life and humanity; that we should eagerly grasp at the opportunities which flying affords for slaughter, bloodshed and all the horrid acts of war is to its shame and dishonor.

BORDEN'S A SCHEME
OF CENTRALIZATION.

Immediately Mr. Winston Churchill announced that the proposed Dominion contributions were to be stationed at Gibraltar and would make periodical trips around the world, the Conservatives at Ottawa declared that an emergency now confronted "the empire." Formerly, we remember, the menace faced old England, Germany was about to swoop across the North Sea upon the shores of the tight little island and we must send three ships to save the situation. England was in danger, we were told in agonized accents, and the daughter nations must fly to her assistance.

Now, it is not England that is in danger but the empire. Just where our friends do not say. They cannot, because Mr. Churchill has given them no clue. It cannot be on the Pacific because the proposed ships are to form a new squadron to be based twenty-three days' sail away. It is not the North Sea because the contributed ships are not to be stationed there. Is not the proposal another maneuver in the scheme of centralization which Canadian statesmen of both parties have resisted for many years?

What we want and what we must insist upon is that we should develop our own naval organization as Australia is doing and as New Zealand will do in the next few years. Australia tried the other plan for years, but, as Mr. Borden said, found it ineffective and unsatisfactory. Be sure we have heard the last of the North Sea emergency.

MONUMENT PROPOSED
FOR NAVAL POLICY

When the Late Lamented Is Interred Canada Should Pay It National Honor.

Will a monument be erected to the memory of the late lamented naval emergency which has just been officially executed by the first lord of the admiralty, asks the Victoria Times? France has a number on an imposing site in Paris and on two, dedicated to Strasburg and Metz, evergreen decorations are constantly hung to remind Frenchmen of an old account that some day must be squared. Why should a column not be erected in Toronto by our ultra-imperialistic friends to commemorate an emergency which, though distressingly puny, did the best it could for them while it lived?

The home of the emergency was said to be Germany and its recreation ground was the North Sea. We were told that Old England's life was at stake; that she was doomed unless Canada contributed three ships to save her shores from the Kaiser's squadrons. In this city our contemporary depicted the emergency in fearful colors and the inference that was conveyed on all sides was that Britain was gasping for breath.

Even British statesmen, who did not know there was an emergency, became frightened after reading the jeremiads in the Canadian press. And now Mr. Churchill calmly says Britain's navy is amply superior to that of Germany, that the Old Country can keep in the game longer than any power in Europe, and that the ships contributed by the dominions are to be stationed at Gibraltar.

Are we to behold the birth of another emergency, this time in the Mediterranean or off the African coast. Mr. Churchill says there is none there, and that there are no pressing naval developments in the classic sea. Already Britain has an immense superiority in those waters. What is the meaning of this campaign to which Mr. Borden unhappily has lent himself?

We can suggest an emergency for the prime minister if he must have one. It is not in Europe the first lord proves. It is right here on the Pacific. Australia has sensed it and is taking heroic measures to protect British interests in the South Pacific. New

EMIGRANTS MAKING
FOR EMPIRE POINTS

Official Figures Show That in Britain Canada Has a Decided Preference.

London, April 5.—The annual report of the immigrants' information office states that 28,156 letters were received in 1912, a decrease of 6.9 per cent. Enquiries relating to the United States decreased by 14.8 per cent, and were only 1.4 per cent. of the total number of enquiries received. There was a net movement from the United Kingdom for places out of Europe of 268,486 passengers of British origin in 1912, as compared with 261,809 in 1911. The net movements to the various countries were as follows:

	1912	1911
Canada	133,531	134,765
Australia	68,688	56,337
New Zealand...	11,054	9,432
United States...	45,847	49,732
South Africa...	4,233	7,527

There is an increasing tendency, the report says, on the part of British immigrants to proceed to other parts of the Empire rather than to foreign countries.

One of the horses engaged on the grading operations on Second avenue went on strike yesterday and gave the driver a merry chase before it was captured and put back on the job again. Whether it went out in sympathy with Alderman Bullock-Webster in resigning the chairmanship of the health committee or wanting the usual 15 cents per hour has not been decided.

The difference between a hospital and a sanitarium may be from \$20 a week up.

Zealand has finished with contributions and her minister of defence, Colonel Allen, has stated in London that local organizations afford the only practical solution of the naval defence problem. Should not Canada also adopt that policy? Are we to be content to have our ship stationed at Gibraltar, twenty-three days' sail away? Events have justified the attitude of Sir Wilfrid Laurier on this question. He has pointed out the road Canada should follow. We must join with Australia and New Zealand to meet the only emergency which today confronts the Empire.

Was He a Separatist?

Was the venerable Sir Charles Tupper, once the leader of the Conservative party in Canada, and in spite of his advanced years its clearest thinker and ablest counsellor still, a separatist when, in his letter written to Mr. Borden in November, 1909, and subsequently published in the London Times, he vigorously advocated the construction of a Canadian navy, and said: "The demand which will soon be made by some that Canada should contribute to the imperial navy, in proportion to population, I regard as preposterous."

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First Loan made April 22, 1911.....	\$	500.00
Loans made during month of Dec., 1911.....		4,000.00
Loans made during month of June, 1912.....		17,000.00
Loans made during month of August, 1912.....		22,000.00
Loans made during month of Nov., 1912.....		34,300.00
Loans made during month of Dec., 1912.....		35,100.00
Loans pending and in process of being made at December 31, 1912.....		68,000.00
Loans made and pending December, 1912.....		103,100.00
December 31, 1912—Loans made and in process to date.....		263,100.00

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