The Sun

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Telephone, All Departments

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"Daughter am I in my mother's house
But mistress in my own."—Kipling.

WEDNESDAY, NOVEMBER 20, 1912

A Hint to the Provincial Government

MR. BOWSER has been making a great hullaballoo over the wires because the Dominion government proposes to hand over to the Province the military reserve at Point Grey and the naval reserve at English Bay. As Mr. Bowser is the same political wiseacre who always claimed that both these properties belonged to the Province anyway, he is hardly in a position to claim credit because they have not been taken away from us.

But in constitutional and legal questions the Attorney-General of British Columbia has always exhibited an unerring instinct which can be relied on to lead him to the wrong conclusion. He was wrong with reference to the fisheries, he was wrong with regard to navigable rivers, he was wrong with regard to railways within the railway belt. In what instance has he not been wrong?

That he was egregiously in error as to the ownership of the reserves is made equally plain. If the Dominion had no rights in the premises, why is it necessary for the Province to deed in exchange for the military reserve such Provincial Crown lands as the Minister of Militia may select during the next five years? Why does the Dominion retain a portion of the reserve for military purposes? Why does it reserve the power to retake at any time three acres for batteries and defence? The only possible conclusion is that Mr. Bowser found out what anyone who had given any attention to the question well knew, that the military reserve belonged to the Dominion, and the naval reserve belonged to the Dominion alone. As it was conveyed to the Dominion by the same document that transferred Canada by the same document that transferred Stanley Park, it could not be otherwise.

That being the case, the Minister of Militia, who was aware of the Dominion's rights, deserves a good deal of credit for handing it over to the Province, and we can only hope that Mr. Bowser will soon betray similar symptoms of generosity towards the Province and this city as well. Not only has the Dominion under the present administration behaved liberally with respect to the military reserve, not an acre of which need have been placed at our disposal, but former federal administrations practically granted Stanley Park to the Province opposite Barnett for the use of and the reserve opposite Burnett for the use of this city forever. Mr. Bowser and his friends loudly approve of all these things, but why do they not do likewise?

Only the other day the Attorney-General condescendingly patted Vancouver on the back because the City Council saw fit to alienate one hundred and sixty acres in a central part of the city to his friends Mackenzie and Mann. All this is very well, but if generosity in everyone else is so admirable, why do not our Provincial statesmen themselves after those whom they so fiercely admire?

Contrast all this with the conduct of the Mc-Bride-Bowser machine towards Vancouver. For years we have asked and besought that the handsome area or so on which the old courthouse stands—which is nearly all that is left after 6,000 acres were alienated to the Canadian Pacific Railway by a former government to entice them to build a few miles down from Port Moody—be transferred to this city or retained in the Crown for civic uses. Have we been received with that generosity and noble liberality which Mr. Bowser asks us to admire? Anything more niggardly and contemptible than the attitude of the government in this respect cannot be imagined. First, we were told formed that the courthouse square was to be cut up and sold. On their knees almost, the citizens begged for an opportunity to buy the property if no better arrangement could be made. After months of wilting they were told that the government had decided to transfer the square to the city for a prohibitive sum. Now, we are told, the city may be willing to trade off the square for the old hospital property. This is much better than before, but why not make a gift of the square to Vancouver without higgling? The trustee argument about what we have heard so much is put forward, not seriously, but merely as an excuse. The Dominion is a trustee as well as the Province. How comes it that a trustee for the Province to the Province is so admirable, while a trustee for the Province to the city would be nefarious?

Motors and Street Cars

IT IS to be hoped that the discussion with regard to regulating the movements of automobiles on meeting or passing street cars while passengers are getting on and off will lead to good results. The present lack of any arrangement to safeguard citizens is absolutely intolerable. It is a crime against the public that such a perilous condition should be allowed to continue.

With all our boastfulness, we in Vancouver are sadly behind most settled communities in many matters affecting the public, and in this among the number. In London cities street cars do not stop at crossings, but at halting places in the quieter parts of thoroughfares. As one halting place is sufficient for several streets, there are not nearly as many stops as with us. But the German system of running trams is superior to ours in so many ways that, perhaps, it is too utopian to consider.

Coming nearer home, the problem has been solved on Main street and Portage avenue in Winnipeg by placing large and slightly elevated platforms at the car stops, on which passengers are quite safe from automobile traffic. But what is practicable on such wide thoroughfares as Main street and Portage avenue would hardly suit our narrower thoroughfares.

Toronto has solved the difficulty absolutely by requiring that all motors must stop on meeting a car discharging or taking on passengers. If the Toronto by-law with its severe penalties were in force here there would be an end to the series of ghastly accidents in this connection which have disgraced Vancouver. An alderman, who is also an enthusiastic motorist, seems to regard this mode of safeguarding the public as too drastic for the automobile owner, and suggests that it would be sufficient if motors should slow up—go under slow-bell as it were. With all deference we submit that such an arrangement would be little, if any, improvement on the present go-as-you-please, slap-dash charging of the road-hog monster driven by the criminal or the fool, as in case of accident there would be the old conflict of evidence as to the rate at which the offending machine was travelling, and the temptation to give false evidence. We do not say for a moment that decent people would be so tempted, but as a rule decent people are not the offenders.

It is pleasing to see that motorists themselves have taken up the matter. They cannot do better than adopt the Toronto system. It has worked perfectly there, and absolutely guarantees public safety.

Mr. Borden Will Explain

PREMIER BORDEN, it appears, considers it necessary for him to make a formal statement to the House of Commons and the country, regarding the changes in the ministry due to the resignation of Mr. F. D. Monk, as minister of public works. He will, therefore, it is said, give as the official reason for Mr. Monk's resignation, as well as for his decision to bring in Hon. Louis Coderre and make a shift in certain cabinet portfolios. The statement will, we are told, be of more than ordinary interest.

It certainly ought to be of more than ordinary interest, if there is any reason with which the public is unacquainted, for Mr. Monk's retirement from the cabinet and for the shuffle in the portfolios. The existing impression upon the public mind is that Mr. Monk resigned because he was unable to support Mr. Borden's naval proposals, and because Mr. Borden has not adhered to his pledges, made during the last election, or to those given to his Nationalist supporters. Mr. Borden, in fact, has not been consistent, and Mr. Monk has, and it is an evidence of Mr. Monk's chivalrous conduct towards the premier that he has not placed matters in this light.

Mr. Borden promised the Nationalists that before taking any action whatever on naval defence he would submit the whole question to the electorate. With that promise Mr. Monk and Mr. Bourassa declared themselves satisfied, and in view of it they gave the Conservative leader their earnest support. It was on that understanding that Mr. Monk was able without violence to his principles to accept a position in the cabinet. Now that Mr. Borden contemplates offering an emergency contribution, without any expression from the people, Mr. Monk can no longer remain in the government.

We are not suggesting that Mr. Borden may not be adopting a very proper course. Circumstances alter cases, and if the necessities of the Empire and its defence call for an emergency contribution the Canadian premier is justified in disregarding former pledges which would cause the deficiency. But Mr. Monk, who has no regard for the security of the Empire, is quite consistent in refusing to lend his countenance to Mr. Borden's failure to carry out his pledge. We may be unable to applaud or admire Mr. Monk's course as a citizen of Canada and a British subject; but we can find no fault with him as a politician and a Nationalist.

As far as the shuffle in the portfolios is concerned, that seems easy of explanation. Mr. Coderre, a Nationalist, has abandoned his party for the sake of the emoluments of office, and under temptation. He could not resist the allurement of office, and it was to the advantage of Mr. Borden to secure a Nationalist as a successor to Mr. Monk. But Mr. Coderre is too weak a man for an important department, and he was accordingly given a portfolio which would not require any display of vigor or ability. The situation created by Mr. Monk's retirement, too, gave Hon. Robert Rogers the opportunity he longed for to obtain control of the great money-spending department of the government. Mr. Rogers when he wants anything from his party usually gets it, and wants anything from his party usually gets it, and is now minister of public works points to political brigandage as the proper tactics to adopt in seeking preferment from the present administration.

Why Such a Resolution?

AT THE meeting of the board of school trustees held on Monday night the following resolution was passed; with the object, we are told, of getting some check on the money expended, and having them shown on the statutes: "In all cases where a committee is given unofficial authority to expend money, or to perform other duties which may be delegated to them, a written report on the money expended or on the work performed must be handed to the secretary before the next board meeting. A copy of this resolution to be embodied in the school bylaws and regulations."

That such a resolution should be passed seems singular. It might be supposed that all that would be required in a matter of this kind would be that simple instruction should be given that such a report should be made. That a formal resolution should be passed to this effect is calculated to raise suspicions in the public mind. Is it that the auditing committee, at whose instance the resolution was passed, are harrassed by doubts, tenderly considerate of the feelings of those at whom such action might point, take this gentle method of suggesting greater care in the future?

We simply ask for information, which the auditing committee, at least, ought to be able to supply. If written reports, as to expenditures, are required in the future, they must have been required in the past. No doubt they will prove useful for the enlightenment of the public, as well as of the board of trustees.

Looking For the Naval Proposal

AS THE time approaches when Premier Borden is to announce his emergency naval policy to the public there becomes more and more the interest of the public becomes more and more manifest. Never, perhaps, in the history of Canadian politics, has the curiosity of the country been strained to the extent that it has on this question. This is not only because Canadians are intensely in earnest in the matter of proffering assistance in imperial naval defence, but because of the intention of the government on a matter of such vital importance to the Dominion and of undoubted concern to the British people everywhere has never been withheld over so long a period or has been subjected to the same speculation as this naval question has.

It is now upwards of a year since Premier Borden took office, and the question of naval defence and Canada's contribution toward it has occupied his attention during that period to the exclusion almost of every other matter. And although that is the case, it is yet doubtful whether the Dominion premier has a programme, even an emergency programme, which will recommend itself to public approval. It is quite easy, of course, to propose a contribution of twenty or thirty million dollars, but the difficulty Mr. Borden will face will be in presenting facts which will bring conviction to the popular mind that that programme is one that should be adopted by this country. Unless he can show parliament and the people that such a contribution is required, that the international relations of the mother country are such that there is danger of hostilities being resorted to in the near future, it is not to be expected that such a programme presented by him would meet with general approval. The public, therefore, is looking anxiously not only for the announcement of an emergency programme, but for the grounds upon which it is based. As we have said before, the only thing that can justify an emergency proposal instead of a permanent naval programme is the reasonable assurance that the peace of Europe is likely to be endangered in the immediate future and that Great Britain will be compelled to maintain in the face of attack, her mastery of the sea. If Mr. Borden makes this unmistakable there will be no opposition of a serious nature in Canada to an immediate contribution towards imperial defence.

It is estimated that a billion people are still outside the range of gospel appeal, and that 34,000 missionaries will be needed to supplement the efforts of the thousands now in the field. This, in order to Christianize the world within a generation. In this prospect there is abundant opportunity for faith to work out its prerogative to the fullest extent, and there will be little wonder if it causes some to fall by the wayside.

* * *

Beginning with November 24, the Pennsylvania Railroad and New York Central Lines have issued notice that the operation of the 18-hour trains between New York and Chicago will be discontinued and the running time of the fastest trains on both lines between the same points will be increased to 20 hours. The roads are sacrificing speed to safety. Spread and broken rails are too common in winter for them to take any more chances of accidents.

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A partial quarantine has been issued against the interstate movement of "Christmas trees" and other nursery stock in New England by the horticultural board of the department of agriculture. The quarantine is to take effect November 25th. Within particular areas of Maine, New Hampshire, Massachusetts and Rhode Island an area of Connecticut and out of these areas no one is to be permitted to move coniferous trees, such as spruce, fir, hemlock, pine, juniper and arbor-vitae (known as "Christmas trees"), and decorative plants, such as holly and laurel. There may be a market over there for the Canadian Christmas trees.

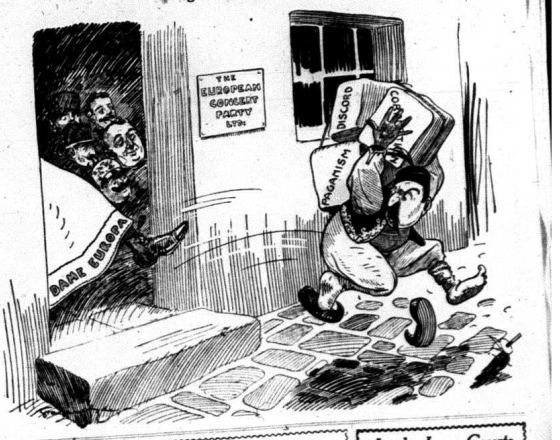
* * *

Among the many wonderful experiments essayed by science, not the least is the construction of ballstones, which is being encouraged by the French government. The device is a very large lightning-rod of pure copper, grounded by means of a copper conductor. A chain of these, it is claimed, with their multiple points and perfected apparatus, by their effect upon currents of atmospheric electricity, are capable of preventing the formation and fall of hailstones. The rods are erected at intervals of about six miles along a line transverse to the usual path of storms, and already encouraging results have already been obtained, although systematic tests for years will be necessary in order to fully establish their utility. When they have been established, it is stated that an annual loss there, from lightning and hail, of about $25,000,000, in the vineyard districts, be reduced, the value of the successful consummation of these experiments may be easily understood.

* * *

Austria in the role of champion of Albanian autonomy is not convincing. Austria has never in all her history been noted as the friend of oppressed races struggling to be free. Quite the contrary. She may love Albania, but her love is as the love of the wolf for the lamb. She loved Bosnia and Herzegovina, and took those Slav provinces under her protection to save them from the oppression at the hands of the Turk. Then she swallowed them both at one gulp. It may be suspected that Austria is seeking to protect Albania from the designs of ambitious Servia for the same reason that she was willing to take the provinces under her protectorate. Bosnia and Herzegovina under her protectorate, Albania under her protectorate, Austria has a big wing. If Servia were permitted to absorb Albanian territory new, it might be hard for Austria to take it from her later on. The Austrian cry of Albania for the Albanians is of course hypocritical. Nor is it reasonable. The Albanians are composed of tribes of semi-savage mountaineers, without national traditions or any historic past to speak of. The country which they inhabit formed part of the old Servian empire, and Servia has a historical as well as a natural claim to it and the claim based on conquest—to the northern portion of it at least. Austria's claim is based on nothing better than the Austrian desire for more territory.

"Bag and Baggage"



Letters From House Of Commons
By H. F. Gadsby

(Continued from yesterday)

Consequently the lower standard of life in Ireland will be reflected in its labor policy, which will mean a grave injury to the industrial world.

J. Ramsay Macdonald, Gill and other Labor members say, it becomes evident that labor is going to vote for home rule, whatever happens. Most of these speak of it as paying a debt. The Irish voted for their labor legislation. Very well, they would vote for the Irish. There is nothing to be said. Sentiment is stronger than argument any day. Some of the Labor members take the ground that the worst factory laws the Irish can pass will be better than the best that come from London, particularly when English factory inspectors try to enforce them. Mr. Thomas Murphy, who is the technical expert on the subject, lays down the maxim that when labor is the prerogative of a provincial legislature, it is alive of a home rule parliament. Irish labor has grown hard with labor. He rather favors imperial control of social and industrial legislation, but he will vote for home rule and the Asquith government. Yesterday, labor, after a little fit of temper, begins to know its real friends again.

The Irish parliament will not deal with land purchase. Although William O'Brien pleaded hard to have land purchase transferred to the Irish parliament within three years, his idea is almost unanimously rejected, it being to hurry that great blessing up. Mr. Hirtell would not consent. He would have land purchase of even greater importance than home rule, and completed for Great Britain. The land purchase act is a Unionist baby, fathered in 1903, but it was pretty much Mr. Birrell came along in 1905 and gave it nourishment. In 1905 and gave it nourishment. In 1906 farmers have been helped to small holdings to the tune of £20,000,000, and £100,000,000 worth of Irish land remains to be bought yet. Irish land reformers do not think it would please the Irish people to allow Unionists to see their own property kept in English hands, but it doesn't matter much as to let the Irish land act drag out a lingering death, and as a result government came along and rescued it.

What they say now is that if home rule passes Ireland ought to do her own land purchasing with her own money and on her own credit, instead of on England's, and, what's more, that she will if the Unionists force that issue into power again. "Strife in her own house," "pauper parliament," "nation of remittance men," are some of the expressions used. Pretty mean, isn't it, whatever way you look at it. Whether as a threat to cut off the naughty boy's supplies or a bribe to buy off the Nationalist movement. No wonder they don't like land purchase. Land purchase—that's why the Irish Land purchase—that's why the farmers like home rule. Land purchase—that is what settles the Ulster question by placating the Protestant farmer to home rule. Land purchase—that's why so many noble lords and landlords dislike home rule because they know that united they stand and divided they get what's coming to them in Ireland and elsewhere. Land purchase—that's why the Unionists threaten to shut up the purse and thus drive Ireland's forty members at Westminster into perpetual alliance with the Liberals.

Here is a long young man, with a long face made longer by a tall collar and with a black tie. A pair of spats on one of the feet is to be seen in the audience, aggravates his antique appearance. Obviously the young man is trying to look like somebody, some body is an old daguerreotype of a hundred years ago. You're right. You guessed in the first time. The young man is Viscount Castlereagh. Son of the Marquis of Londonderry, and he who is trying to look like his famous ancestor the Castlereagh who bribed the Irish parliament into voting with Dublin parliament ago. What is Viscount Castlereagh's politics? Young Viscount Castlereagh says: "Politics, why, I don't talk about politics, I don't like it. What interests me is land purchase, to be sure. He doesn't like it. What interests me is land purchase, to be sure. He doesn't like it. What interests me is land purchase, to be sure. He doesn