

## CHALLENGED BORDEN TO SHOW THAT EMERGENCY EXISTS

(Continued from page four)

tieship, and such an undertaking would have a much more secure and permanent basis from a business standpoint. For the purpose of stimulating so important and necessary an industry, we have expressed our willingness to bear a portion of the increased cost for a time at least."

I leave it to my Conservative friends if they did not believe, when that statement was made that the right hon. gentleman had made an arrangement whereby these vessels were to be built in Canada, we paying a portion of the increased cost. That is the only logical conclusion to come to from that statement. It brought forth a letter from the other side. The letter was here; but my right hon. friend did not feel disposed to bring it down to Parliament until telegrams were exchanged between him and the Admiralty. Finally it was brought down:

"Admiralty, Whitehall, 4th November, 1912.

My Dear Mr. Borden,

I have given careful consideration to your two letters about the encouragement of the ship-building industry in Canada. I recognize the importance of such a policy on general grounds not less than from the immediate Canadian standpoint; and any practical scheme for Admiralty co-operation would command my support. The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction."

Here you have a politician to deal with, a man who knows how to write a letter which said a good deal, yet meant nothing. He goes on to say:

"We might, however, in the first instance, agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be able to deal. The most suitable classes of vessels with which to inaugurate the system would be light cruisers, oil-tank vessels and small craft for auxiliary services. We should, if it would meet your views, be prepared to invite tenders from approved Canadian firms for the construction of some vessels of such classes in the near future."

How on earth are they going to get tenders from approved Canadian firms, if the Canadian firms do not exist? How in the world are the Canadian firms going to exist unless this Government does something to induce them to invest their two, three or four million dollars in a plant? There again the politician puts it all over the statesman. Let us go on a little further. We have not yet come to the real cream of this proposition:

"It would be understood that progress with this policy would have to depend on the prices quoted being reasonable, having regard to all the circumstances (including the fact that Canada will be prepared to share any extra cost) and also on the time required for construction not being excessive as compared with the dates fixed for completion of similar ships in England. No fixed scale or proportion of orders could be guaranteed to Canadian firms."

They might get one this year and one ten years from now.

"We would begin by giving some orders at once, and further progress would depend upon the development of the industry and the extent of our programme."

The Admiralty would, of course, remain wholly responsible for the design of all vessels, and for the supervision of the construction of those building in Canada. Arrangements for this could be worked out in detail and should not present any difficulty."

WINSTON S. CHURCHILL.

There the British politician tells the Canadian statesman what he will do for him, and then turns round and says: I am not able to do anything for you because you cannot do it for yourselves. The Canadian Government will not even put up the money to build a shipyard; it will not allow the people of Canada to get ready to build these ships. I do not wonder that my right hon. friend held back that statement until my right hon. leader extracted it from him. He must have known he was putting up simply an empty husk to his followers in Canada, and I am sorry to say that they cheered him to the echo.

Mr. GRAHAM: It is like an empty ship.

Mr. CARVELL: It is worse than

an empty ship. If you had an empty ship you could put men in it. Here you have not even got the means to have an empty ship. It seems to me that the real gem of the whole debate comes from the Minister of Marine and Fisheries (Mr. Hazen), the gentleman who represents the city and county of St. John in this Parliament, the gentleman in whose constituency Norton-Griffiths & Company, are now building a dry-dock, the gentleman in whose constituency Cammell, Laird & Company would now be building war vessels, had this Government carried out the policy it should have carried out. When you read the statement of Winston Churchill and the conditions under which he would be willing to give contracts to Canada to build these small vessels, you will see that the statement of the hon. Minister of Marine and Fisheries is a real gem. This was from the written portion of his speech, you will remember. The hon. gentleman spoke about fifteen minutes in reference to the local elections in New Brunswick last summer; then he came to the written portion; it is this:

"I come, Mr. Speaker, from one of that group of little provinces by the sea, where bold and hardy seamen are reared, where the salt breath of the sea is ever in our nostrils where the limitless road of the ocean lies at every man's threshold, tempting him beyond the horizon to lands afar. In days gone by those provinces excelled in ship-building; the products of their skill were found in every sea and in every port. The coming of the iron age killed that industry; the former days of romance are gone. But it is a peculiar pleasure to me to be able to point to that feature of our policy which provides for the revival of our ship-building industry, and provide for it upon a sound, a well considered and a business-like plan. Under its fostering care, Mr. Speaker, we may look forward with confidence to the day when we again may see our own ships plough the distant oceans, when once more to the man of the Maritime provinces the sea will be his rightful heritage."

Just think of that effusion of eloquence from the Minister of Marine and Fisheries, when he had in his possession the letter from Winston Churchill, dated the 4th day of November, 1912, telling him the conditions under which they were going to establish this ship-building industry in the Maritime provinces. I think comment on that is unnecessary. It brands the Minister of Marine and Fisheries as not having treated his constituents with the frankness to which they were entitled. It certainly brands him with having sent out to his constituents something which would lead them astray whether it was intended to do so or not. It was something which could not but lead them astray, something which created in their minds hopes which could not be realized. The evidence is that we had the Conservative newspapers and politicians, proclaiming for weeks: See what our minister had done for us; the British Admiralty will come here to build half their fleet, we are going to share in all this prosperity; the British shipbuilding firms are coming to build these vessels in St. John. And for all I know, the politicians are going around singing the same song to-day, notwithstanding Mr. Winston Churchill's letter, which I have just read.

Now, I have discussed this question at greater length than I had intended. I have very little more to say. I have discussed the proposition put forth by the right hon. Prime Minister as to whether you can build ships in Canada, also the manner in which Canada is to be represented upon the Imperial Navy Defence Committee, and as to the construction of these ships in our own country. I want to compare the two policies, the policy advocated by the right hon. leader of the Government, and the policy advocated by the right hon. leader of the Opposition. I wish I had the ability to argue this case in the style of my hon. friend the Minister of Trade and Commerce (Mr. Foster). But I have not, and I never expect to aspire to such a position. I wish I had the ability of my right hon. friend the leader of the Government to argue in favour of a Canadian-built, manned and owned navy, as he did, but I never shall attain to that. I have given the history of this transaction down to 1910. There is a little of the history that I

omitted, and for fear of being charged with not giving it all, perhaps I had better supplement what I have said and fill the hiatus of the historical record of this transaction. In 1910, a new condition of affairs arose in this country. My hon. friend the present Prime Minister came to this Parliament, and we all gave him a great deal of credit. He was prepared to stand by the attitude he had taken and for which he had argued in 1909. The only thing at variance with this that he would do at first was to vote with the hon. member for Jacques Cartier (Mr. Monk), that before anything should be done for the construction of a Canadian navy the matter should be referred to the people. Thus far would he go but no further. But when we came to February, 1910, we find that a change has come over the spirit of his dream. The hon. member for Jacques Cartier and Mr. Henri Bourassa had been getting in their work. They had taken the right hon. gentleman up into a high mountain and had said to him: Behold all these Quebec seats. I will give you if you will bow down and worship me. And the right hon. gentleman did not have the stamina to say: Get thee behind me, Satan; but he fell down and worshipped him. The next thing was a resolution which he moved in this House about February, 1910, I think, in which he deprecated the policy, said that the proposed navy would be useless and would be a separatist navy or something to that effect. At that time came his first suggestion of an emergency which was contained in the concluding clause of his resolution in which it was stated to be the duty of Parliament to provide money for dreadnoughts not to be built under contracts subject to the Parliament of Canada but the money to be handed over to the British Admiralty to be used by them—a sufficient sum to build. And from that time we find a sudden change in his attitude. Next came the Drummond and Arthabaska election. It has been stated in this House, and I believe it to be true, that a deal and fast bargain was made between the Conservative party and the Nationalists that they would play one game in Ontario and another in Quebec. Mr. Monk would get up what seats he could in Quebec, the rest would be what they could in Ontario and the English-speaking portions of Canada. They played that game. The first result, as I have said, was in Drummond and Arthabaska in the autumn of 1910. While I cannot prove that my right hon. friend the leader of the Government gave his consolation and advice, I do know that the Minister of Trade and Commerce did, and I know that he was one of the first men to send his telegram of congratulation, as also did the whip of the Conservative party, on the great victory which they had achieved—the great victory of turning down a man who was in favour of the Canada doing her duty in the manly self-defence of this country and of the Empire. Things went on until the summer of 1911 when the elections came on. We had the Nationalists preaching one doctrine in Que-

bec and the Conservatives preaching another doctrine in Ontario. The result was that they came back here with, I believe, twenty-two gentlemen of Quebec of the Nationalist stripe.

Now, what was the particular objection that the Nationalists of Quebec had to the Laurier naval policy? It is in a nutshell. The hon. member for Jacques Cartier (Mr. Monk) tried to justify it publicly on constitutional grounds. But, Sir, hon. gentlemen who have seats in this House to-day, and men who have no seats in this House, leaders of their party everywhere, publicly took objection to the Canadian navy on the ground their sons would be taken from their homes and placed on these vessels and made to lose their lives in defence of the British Empire. There is no getting away from it; that is the reason, that is the objection which the Nationalists of Quebec had to the naval policy of the late Government. And, Sir, I respect and honour the seven gentlemen, who, the other night, proved that they were not bolted and barred to their seats by so many ties but they could stand by what they considered the proper policy in 1911. I do not agree with them; I have not the faintest sympathy with them, I think their position unmanly, I think it un-Canadian and un-British. But it is logical. They voted here last week for what they had advocated in the resolution of 1911. It may be too personal to refer to one hon. gentleman, but the statement made by that hon. gentleman was the most pathetic thing I have seen in this House, that he expected to be somewhere else in a short time but still declared in the face of his Maker that he was not going to stultify himself in the eyes of his constituents. But what am I to say to my hon. friend the Postmaster General (Mr. Pelletier)? What am I to say to my hon. friend the Minister of Inland Revenue (Mr. Nantel)? What am I to say to these other hon. gentlemen who sit on that side? They advocated in 1911 the same doctrine as these seven gentlemen to whom I have referred. But they are bolted and barred to their seats, some of them by seven thousand reasons, and others by only two thousand five hundred reasons, but they held their seats and went back on the pledges they made to their constituents. And they stand to-day by a policy which is neither fish nor flesh nor good red herring, a compromise between the Tory jingoes of Ontario and the Nationalists of Quebec. Why, Sir, we have the whole matter in the quotations made last evening from L'Evenement and La Patrie. They say: Give the money; let the money go; Ontario and the West pay for it; and you can tell your mothers and sisters not to have any fear, for their sons and brothers will not be taken away to fight; we will get Englishmen at twenty-five cents a day to do that. That is the true Nationalist policy, and that is the policy which I say is embodied in this legislation. When hon. gentlemen stated that they did not know from which parent this legislation sprang, I can tell them that it sprang from (Continued on page ten.)

## TIPS

# On Buying A FARM

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Will you save time and money by coming to see me, because I have dozens of Farms for sale, and it is my business to see that every man who buys through me gets good value for his money. The owner has only one farm to sell and, in most cases, if he sees you coming direct to him he thinks you are "Easy Money" and up goes the price of his one farm.

I will be pleased to show you over any of the farms on my list at any time. It will not cost you anything to look them over. If you don't find something to suit you, you are under no obligation to buy. Here are a few of the Farms on my list. I have lots of others. If you don't see anything here that you think will suit you, send for my Catalogue. A postal card will bring it.

No. 18—DEBEC—110 acres, 90 acres under cultivation, 20 acres in timber and hardwood. Only 3 miles from Railway Station and good market. New eight room dwelling. Two good barns, granary and other buildings. Pump at house and good water for pasture purposes. Price \$2000.

No. 39—WAKEFIELD—225 acres at Lower Wakefield, 4 miles from Upper Woodstock Station, 185 acres under cultivation, balance in timber and hardwood. Good orchard of 75 trees. Nice dwelling with good cellar. Large barn, hog house and shed. Land is perfectly level and free from stones. Machinery can be worked on every foot of it. Price \$3000.

No. 45—WOODSTOCK—128 acres in the Parish of Woodstock, only 3 miles from Town and 1 mile from Upper Woodstock Station. 100 acres under fine cultivation, balance in hardwood with a sprinkling of hemlock. Land is clay loam, level as a floor and free from stones. Handsome dwelling, 3 large barns, straw shed, granary, hog house and hen house. Property is situated in a very desirable locality. Convenient to churches and schools. Price \$7000.

No. 56—JACKSONVILLE—165 acres at Jacksonville, 3 miles from Upper Woodstock Station. 115 acres under cultivation, 10 acres in pasture, 40 acres in spruce and nice hardwood. Land is all fenced. Good water. Nice 12 room dwelling heated by furnace. Frost-proof cellar under the whole house. Barn 62x72 with frost-proof basement. Machinery shed 72x22. Hog house, hen house, granary and wagon house. This is a big producing property. Raised last year 75 tons hay, 1500 bushels oats, 198 bushels buckwheat, 600 barrels potatoes, 350 barrels turnips and garden stuffs. Price \$6000.

No. 62—WAKEFIELD—100 acres at Jacksonville, 80 acres under cultivation, balance in hardwood. Small orchard. Property raised last year 55 tons hay, 125 barrels potatoes, 500 bushels oats, 140 bushels buckwheat. Land well watered. Good dwelling 2 good barns, shed, granary and hog house. Property is six miles from Upper Woodstock Station on the main Jacksonville road. Price \$3000.

No. 67—WOODSTOCK—400 acres in the Parish of Woodstock, 4 miles below town on the main River Road. 140 acres cleared, balance in hardwood, cedar, spruce and fir. The cultivated land is all level, and includes 50 acres of intervale. Good orchard. Water in house, barn and shed. Beautiful large dwelling heated by furnace. Good cellar. 2 large barns, horse stable, shed, hog house and sheep shed. Convenient to church and school. Mail delivered at door. This is a beautiful property. There is enough hardwood on it to pay for it. Price \$7000.

No. 68—JACKSONVILLE—140 acres at Jacksonville, 3 miles from Upper Woodstock Station. 100 acres cultivated, balance in spruce, fir and hardwood. Land is level and free from stones. Good dwelling with cellar under whole house. 3 good barns, hog house and wood house. Price \$3000.

No. 72—RICHMOND—100 acres in the Parish of Richmond, 3 1/2 miles from Greenville Station. 65 acres under cultivation, 12 acres in pasture, 20 acres in cedar, fir and spruce. 2 acres in orchard. Good water. 2 barns, hog house and hen house. Price \$1400.

No. 74—WAKEFIELD—210 acres in Roseland. 150 acres cultivated; 60 acres in good hardwood and small timber; orchard of 25 trees; new 1 1/2 story house, with good cellar; 2 good barns, horse stable, granary and hog house. 4 miles from Upper Woodstock Station. Less than 100 rods to church and school. Price \$3500. Will take half cash, balance on mortgage.

No. 104—WOODSTOCK—75 acres, 9 miles from Woodstock, on the main river road. 20 acres in cultivation, 10 acres in spruce, fir and hardwood. Orchard of 45 trees. 1 1/2 story six room dwelling; barn 20x36. Price \$700.

No. 95—DEBEC—200 acres at Debec, in the Parish of Richmond. 80 acres under cultivation, 30 acres in hardwood; 90 acres in spruce, fir and cedar. Property raised last year 35 tons hay, 1050 bushels of oats, 400 barrels of potatoes, and garden stuff. Soil is light clay loam, well watered and well fenced. Good 1 1/2 story house with ten rooms and excellent cellar under whole house. House is in good repair, newly painted and clapboarded. Two good barns, orchard on property. Connected with the property is the following Machinery: Reaper, potato planter, seeder, mowing machine, 2 horse rakes, plow, 2 harrows, (springrooth) 2 pitching forks, 2 double wagons, (sloven and farm) single driving carriage, road wagon, double harness, single harness. Sale price, including machinery, \$4000.

These are only a few of the Farms on my list. I have lots of others, ranging in price from \$250.00 to \$20,000.00.

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