

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street, Fredericton, by THE MAIL PRINTING COMPANY.

Telephone No. 67

Fredericton, N. B., December 6, 1912

THE NAVAL QUESTION

The long looked for naval bill was brought down in parliament Thursday by Premier Borden. In the presence of a great throng of people he read a carefully prepared statement with which was incorporated a memorandum of the British admiralty, setting forth in effect that no emergency exists. The naval bill proposes that Canada shall contribute the enormous sum of \$35,000,000 for the construction of three super-dreadnoughts, which it is claimed will be the largest battleships in the world and they are to be given historic Canadian names. Canada is to furnish the cash, the ships are to be constructed in Great Britain, will be manned by British seamen and will be maintained at the expense of the British taxpayers. This is in substance the proposal for "speedy" aid to the empire which Premier Borden after fourteen months of office, submits to parliament.

The great political parties of Canada are united in the opinion that the time has arrived when Canada should take her share in the defense of our world wide empire. The Liberal government of Sir Wilfrid Laurier took the initiative step thirteen years ago when it sent troops to far off South Africa to participate in the Boer war. It was also the government of Sir Wilfrid Laurier, which made the first move in the matter of Canada taking a hand in the naval defence of the empire. The Liberal proposal was for a Canadian navy, built in Canada, manned by Canadians and to be placed at the disposal of the empire in time of war. This patriotic and statesmanlike proposal was unanimously endorsed by the House of Commons in March, 1909, and was subsequently crystallized into law. The Conservatives in order to win the support of the Quebec Nationalists, recanted from their position and opposed the policy which they had previously endorsed. They have since been on the hunt for an "emergency" which would justify a cash contribution to the Mother Country. They have at least submitted their policy to parliament but it is likely to be more bitterly opposed by the Nationalists than was the Liberal policy of a Canadian navy. Thanks to the splendid educational work performed by Liberal statesmen the great majority of the French-speaking people of Quebec are now ready to support a reasonable policy for the participation of Canada in the defence of the empire. They have got over the "scare" created by Mr. Borden's Nationalist allies prior to the last federal election. The Nationalists can bolt if they see fit but where will they bolt to? The Liberals do not want them and there is nothing for them to do unless they decide to follow the precedent set by an historic herd of swine and bolt down a steep hill into the sea.

No political party in Canada possesses a monopoly of loyalty. Both Liberals and Conservatives are ready to do their duty to the grand old Mother Country. The power of England on the high seas must remain supreme and the parties only differ as to the best method to be followed. Canadian autonomy must be preserved and we believe it can best be preserved by presenting to the empire ships built in Canada and manned by sturdy Canadian seamen. A cash contribution to the Mother Country at the time of the Boer war would not have served the same purpose and would not have brought the glory to Canada that resulted from the heroic achievements of the thousands of brave Canadians who faced death on the South African veldt. We believe a contribution of battleships flying the Canadian flag, manned by Canadians and maintained by the people of Canada would not only come nearer to expressing the real sentiments of the people of this country, but would be welcomed as a tangible measure of relief to the already overburdened taxpayers of the old land. We do

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not know what attitude the Liberals may take but we hope they will go a step further than Mr. Borden and propose an amendment to the naval bill to the effect that the ships be manned by Canadians and maintained at the expense of the people of Canada. That such a policy will meet with the hearty approval of the country there is no doubt.

Hon. Rodolphe Lemieux certainly put it over the Tories in his speech in parliament a few days ago. Referring to Hon. Mr. White's contemptuous comment on reciprocity, he reminded the minister that 616,948 Canadian British subjects supported that pace. Mr. White reminded him of the young Astor heir of whom he had read the other day. He owed the fortune which was his not to his own merits, but to the ability and work of old John Jacob Astor. "And the Astor junior of the Borden cabinet owes the prosperous condition of his finances to William Stevens Fielding," he added, amid cheers. In point of ability the ex-postmaster general stands head and shoulders above any French-Canadian on the ministerial benches.

The Board of Trade has done well to call the attention of the authorities to the extortionate freight rates which prevail on the Transcontinental Railway. We are informed on good authority that the charges for hauling coal from Grand Lake to McGivney a distance of forty miles is ninety cents per ton. Considering the fact that on the main line of the Intercolonial the rate for hauling coal is about two-thirds of a cent per ton per mile the rate on the Transcontinental is the worst kind of robbery and extortion. If we are to induce new industries to locate in Fredericton we must first take the grip with the railways and compel them to adopt a sane policy with respect to the carriage of coal.

Sydney Post:—We have paid our share of the cost of the whole Hudson Bay territory, from Ungava to the Rockies, Nova Scotia, New Brunswick and Prince Edward Island cannot be enlarged by the addition of portions of this territory, but they have a pecuniary interest in it because their good money helped to pay for it. The Parliament of Canada should be glad to deal out even-handed justice in this matter.

Moose Jaw Times:—Ever since the striking defeat of the Rogers machine in Saskatchewan there has been a series of unscrupulous, untrue and malicious attacks both on the voters' lists of this province and upon the character and integrity of thousands of naturalized citizens. In the Legislature on Wednesday the Attorney-General put an effectual extinguisher on these slanders.

Regina Leader:—Meanwhile, the fact remains that Mr. Borden promised to grant Saskatchewan the control and ownership of its natural resources and public domain but steadfastly refrains from redeeming that pledge though he has himself declared that the past failure of others to grant that control and ownership did grave injustice to this province.

Winnipeg Tribune:—There is a fearful amount of hypocrisy mixed up in

the whole question of trade and commerce and transportation in Canada. Restriction is Canada's greatest enemy. The veil should be drawn. It is time the people and Government and railway got down to what we call nowadays brass tacks.

Hamilton Times:—Hon. Mr. White, did not show to much advantage in the House yesterday when he attempted to justify reducing the duty on cement just previous to the Saskatchewan election, and reimposing it after the elections were over. He showed himself to be more politician than statesman.

The Halifax Recorder a sturdy Liberal journal will complete its one hundredth year on the 10th of January. It is the intention of the management to celebrate the event by issuing a centennial number. The Recorder states that during the whole of its career it has never solicited an advertisement.

WELSH LAWYER FOR ST. JOHN.

Mr. A. W. Goldworthy of Cardiff, South Wales, arrived in St. John a day or two ago. Mr. Goldworthy is a lawyer and it is his intention, if the opportunity offers itself, to practice law in St. John.

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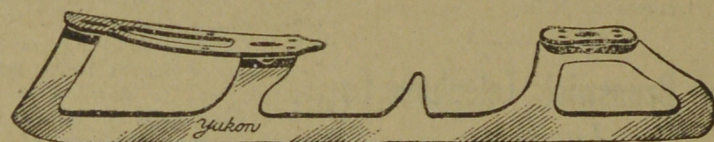
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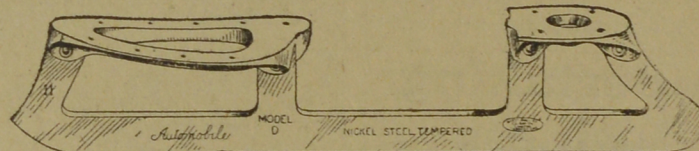


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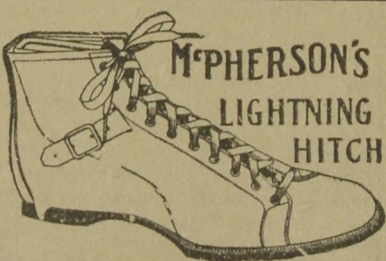
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