

The Daily Mail

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WE'LL PAY THE DIFFERENCE

The Editor of the Canadian Courier is generally believed to be a Conservative, a belief which no one questions. He can, however, see clearly the absurdities of the Borden Naval Programme, as will be readily seen by the following extract from that paper of a recent issue:

The Borden proposition for the building of ships in Canada is most curious. The shipyards are to be established by British firms. The ships are to be built here by Great Britain, if the authorities there so decide. The difference in cost as between building in England and Canada is to be paid by Canada. The ships are to be built here by Great Britain, if the authorities there so decide. The difference in cost as between building in England and in Canada is to be paid by Canada. The ships when built are to be British.

Was there ever a more curiously ship-building policy? Can you imagine the tortuous movements of the mind or minds which constructed it? Can you imagine the political exigencies which led to its framing?

"Of course there must be shipyards," said the cabinet. "But if we build Canadian ships, then we must put Canadians aboard them and that would not suit some of us." It was quite a puzzle. Then some one suggested "Establish the shipyards and let the British Government order ships there. Fine idea. Great." "But the British Government will not order ships here because they would cost more," said some doubting Thomas. "Never mind," retorted the brilliant one, "we'll pay the difference." And there was the policy.

"We will have ships built in England because it is cheaper to do so, and we cannot build them in Canada anyway. Then we will get the British Government to build ships in Canada because it is more costly, and we'll pay the difference." Such is in brief Mr. Borden's policy. Could absurdity go farther?

SHOULD APPEAL TO COUNTRY

Hon. Mr. Lemieux, in his speech on the naval debate recently, flung a straight challenge to the Tory party—a challenge which has been carefully neglected by the party papers. He said:

"The present policy of tribute is in direct violation of the principles that have thus far obtained through the history of the British empire. The duty of the Liberal party is to resist such a see-back to our national development. Heroically this is its task. It was its duty at the time of responsible government, it was its duty at the time of confederation and it was its duty when Canada was represented at the various imperial conferences. Our great leader might let well enough alone. He has done his noble share for the country during the last forty years. But like the traveller who reached the top of the hill his journey is not at an end—he must still move on and pursue his journey, all the more confident in his path from the success he has already achieved. . . . Defeat would not discourage him because the upholding of British institutions, the advance of self-government and will, sooner or later, triumph in Canada.

"In my humble judgment an appeal to this country is necessary because this policy is against the spirit of our institutions. This policy was not in issue during the campaign of 1911. It is a new departure and we cannot commit the country to it without asking the country what it thinks of it. To the prime minister I say: You cannot and you will not involve the country in foreign politics without consulting it; you must avoid friction in the future if you are a true Britisher, you owe it to Canada and you owe it to the Mother Country. The people must weigh all the consequences of this new venture before having it endorsed by a parliament which has no mandate from them.

Although the members of the Flemming government and some of their beneficiaries travel on passes, they have no difficulty in working up a stiff bill for expenses.

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Mr. Swim, the "independent" member, from Northumberland, delivered his maiden speech on the woman suffrage question. He had planned to speak on the address but failed to catch the Speaker's eye in time. Now it is said that he intends to make a few observations on the budget debate. During the last provincial campaign Mr. Swim said some harsh things concerning Chief Commissioner Morrissey. If he repeats them during the budget speech he should have no difficulty in breaking the monotony which has characterized the proceedings of the House so far this session. Both the chief commissioner and provincial secretary are said to be ready for an insurgent attack.

Government supporters who complain because the proceedings in the Legislature lack vim should make an effort to induce Mr. Pinder to repeat certain statements in the presence of Provincial Secretary McLeod that he has been making use of behind his back. Were he to do this it would be the means of causing an explosion that would shake the parliament building from turret to foundation. Mr. Pinder probably has a faint idea of what would happen, therefore he prefers to let his fighting at long range.

The route of the Valley Railway between this city and St. John has been fixed by law and it should stay fixed. It was with the understanding that the road would be utilized by the Grand Trunk Pacific Railway that Hon. Dr. Pugsley was able to secure from the Dominion government a generous grant to aid in construction of the necessary bridges across the St. John and Kennebecasis rivers. The people of this section of the province are a unit in favor of carrying out the original compact and have the road go to Courtenay Bay.

Considering that he was elected on a policy of "No truck or trade with the Yankees" Premier Borden seems to be a very frequent visitor to the United States. He crosses the border when he wants to escape from office seekers and he visits Uncle Sam's domain quite frequently when he feels like making a speech. Yesterday he spoke before the University Club at Albany.

Premier Flemming has introduced in the Legislature a bill to compel municipalities to pay a share of the cost of maintaining the inmates at the provincial hospital. When Mr. Pinder was in opposition he was constantly charging the government with unloading burdens on the municipalities. If he is a consistent man he will strenuously oppose this bill.

Cigar Makers' International Union leads in payments of benefits to its members, with \$251,677.41 in death benefits and \$201,296.03 in sick benefits.

CARD OF THANKS

The Ladies of the Hospital Aid Society desire to express their deep appreciation and thanks to Messrs. Colwell & Jennings, R. Chestnut & Sons, Risteen & Co., William Minto, James P. Farrell, James Rogers, J. H. Flemming, L. VanWart, Stanger & Harrison, Miss Ada Schleyer, the nurses of the Victoria Hospital, the Ladies' Orchestra, the members of the Specialties, and the press for their generous aid and assistance in connection with the production of the play on February the 3rd and 4th instants.

TO IMPOSE

(Continued from page one.)

ided up among the parishes, as under the present act, and he suggested that a section with that provision be added to the bill.

Hon. Mr. Flemming said he had found instances where the present arrangement worked hardship on certain parishes. Personally he did not have any objection to the suggestion of his hon. friend being incorporated in the bill if members of the committee felt that it should be done.

Mr. Stewart (Northumberland, said that there was no agitation in Northumberland to change the assessment from the individual parishes to the county.

Hon. Mr. McLeod said that the suggestion is adapted might also necessitate an amendment to the municipalities act, which provided for an assessment for pauper lunatics.

Mr. Slipp said that section 95, subsection 10 of the municipalities act provided for the assessment for the support of the poor. He did not think it wise to make the suggested change.

The bill was agreed to.

VALLEY RAILWAY ACT AMENDMENT

Hon. Mr. Flemming introduced a bill to amend the act to aid in the construction of the St. John Valley Railway. He explained that the bill provided for an amendment to the act passed at the last session which provided that when the bonds for the company were sold the money should be deposited with a trust company but in no case should the deposit be less than 98 per cent of the par value. The bonds had been sold for a fraction less than 96 per cent and it was therefore necessary for the company to deposit an amount of between \$80,000 and \$90,000 in addition to the proceeds of bonds to make up the difference. The intention of the original bill was to provide a safeguard that the amount of the proceeds of bonds would be deposited with a trust company and this had been done. This bill changed the amount from 98 per cent to 96 per cent of the par value.

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