

# Mr. R. L. Borden Still Floundering in the Mire of Inconsistency on the Navy Question

The Conservative Chieftain's Attitude on the Canadian Navy Causes His Followers Considerable Trouble, for While He Denounces the Expenditure of a Few Millions on Creating a Navy Without a Direct Mandate From the People, He Does Not See the Necessity for Any Such Mandate For Making a Clear Gift of Twenty Five Millions to the British Government, in the Spending of Which, Canada Would Have No Voice at All.

(Halifax Chronicle)

Mr. Borden's deliverance on the question of the Canadian Navy does not add much to the enlightenment of the public. Assuming that he made the statements thereon at Shelburne which are attributed to him in his local organ, we should judge that he is shaping himself for another change of position. He now seems to object to the establishment of a Canadian Navy, in fact, the participation in any form in Imperial defence, unless Canada shall have a voice in determining the issue of peace or war. That was the view put forward by Mr. Doherty the other day in St. Peter's, and we daresay that Mr. Borden feels that there should be some semblance of harmony between himself and his alleged new lieutenant.

But his most important objection to the Canadian Navy is that its establishment "requires more mature consideration than has been given." He takes the ground that nothing should be done until a mandate has been received from the people. Thus he gets back to the do-nothing policy of Mr. Monk. And yet at the same time, Mr. Borden is proclaiming that an "emergency" confronts the Mother Country and that it is the duty of Canada to aid her with "no mean contribution." That is to say, while he is obsessed with the idea that this fictitious emergency is threatening the sea supremacy of Great Britain that even the initial steps looking toward the creation of a Canadian Navy should be undertaken until the people have been consulted. He is very solicitous about a mandate

from the people, in connection with the establishment of a nucleus of a Canadian naval force for the defence of Canadian shores, and to act in co-operation with the Imperial Navy in upholding the Empire's supremacy in time of stress and danger, yet he was ready a few months ago, and so far as we know, is still ready to hand over Twenty-Five Million Dollars to the officials of the British Admiralty, to be spent by them at their own sweet will without as much as asking the people of Canada whether they were agreeable or not.

If a mandate be necessary in the case of establishing a navy which will be primarily under the complete control and direction of the Canadian Government it is infinitely more important that the will of the people should be expressed as to whether the Government of Canada should send this huge amount of money across the Atlantic, to be expended without a vestige of control being exercised by the Canadian people. If Mr. Borden wants a mandate in one case, how can he justify action without a mandate in the other?

He also urges that a great shipbuilding industry cannot be established and maintained by the construction of a few small warships. Nobody has argued anything of the sort, but the building of Canadian warships in Canadian shipyards will lay the foundations for a Canadian shipbuilding industry and will be a very important consideration in influencing British shipbuilding firms and British capitalists to invest their money in Canadian shipbuilding industries. Already representatives of British firms have been looking over the ground in Canada and at this present moment representatives of British shipbuilders are in the City

of Sydney considering a project for establishing a shipyard there.

Mr. Borden denounces the Government policy as not calculated to assist the shipbuilding industry, but at the worst it is infinitely superior to the policy proposed by Mr. Borden. How would a gift of Twenty-Five Million Dollars to the British Admiralty, to be spent in British shipyards, assist in the establishment of the shipbuilding industry in Canada? Mr. Borden may be able to tell, but we fancy that most level-headed business men will prefer to take their chances with the policy which the Laurier Government is putting into effect.

As to the rest of Mr. Borden's criticism of the Canadian Navy policy, the only interpretation which can be placed upon it is that he objects to the principle of Canadian control. In other words he has so little faith in the Canadian people that he is afraid to intrust them with control of their own fleet when it gets into being. Not only is he willing to hand over Canada's money to be expended by officials of the British Government in England, but he wants the people of Canada to have no voice or say in the management of their own ships. He would reduce Canada to the subservient position of a mere Crown Colony, allowing Canadians to provide the money but placing in the hands of Old Country people the sole management of our fleet. This is not the Liberal policy; it is not the Canadian policy.

The Laurier Government stands for a Canadian Navy, built in Canadian shipyards, manned by Canadians, and controlled by the people of Canada. This is the policy which was so eloquently and forcibly enunciated by Mr. Borden's late chief lieutenant, Hon. George E. Foster,

when he said: "Canada is big enough, strong enough and has a future great enough to let the roots sink down in her own soil, and to have a navy which has the Canadian flavor about it, which strikes its roots down in Canadian life, which arouses Canadians and which opens a career for Canadian 'middies and cadets.'"

It is the policy which Mr. Borden so wholeheartedly supported in the House of Commons on March 29th, 1909, and which he reaffirmed in his memorable speech at the Dominion Day banquet in London last year, when he declared that Canada had "laid down a permanent policy for the Dominion, upon which both parties united, and which would serve a more practical purpose than any such offer of Dreadnoughts." We have thus to paraphrase Mr. Borden's words, the astonishing spectacle of the leader of the Opposition divided against himself. Where he will ultimately land he himself probably does not know. Opposing a policy to which he solemnly pledged his support scarcely more than a year ago is rather a troublesome performance.

If Mr. Borden is so zealous for civil service reform, and is so unalterably opposed to the idea of a Government rewarding its supporters, he should lose no time in betaking himself of the Provinces of New Brunswick, Ontario, Manitoba and British Columbia, where his party friends are in power, and where the spoils system and the patronage evil are worked to the very limit. In Nova Scotia on the other hand which has the good fortune to be under Liberal Government, the record shows that appointments to important public offices have been determined solely by considerations of fitness and merit.

## BORDEN AND TAFT IN THE SAME BOAT

(Montreal Witness)

Mr. Borden has the same problem as Mr. Taft in the need of pulling a broken party together. If anything his party is more broken than that of Mr. Taft, inasmuch as the two sections are found at the very opposite poles of the question which has divided them. On the naval question Mr. Monk and his followers were opposed to any naval force at all that could in any way or at any time be at the bidding of Imperial authority for Imperial purposes. Mr. Borden finding it impossible to hold this section to the half way policy which both parties had by vote approved, went to the opposite extreme and opposed the Canadian navy plan as nugatory, demanding a direct contribution to the Imperial navy. Mr. Monk was the first to climb down from his extreme position. He ceased to make his objection to any contribution to Imperial defence the centre of his eloquence, and tuned his trombone to the doleful monotone of the people should have been consulted. Mr. Bourassa took up this note on his big drum. Now Mr. Borden in a great speech just delivered at Shelburne, in Nova Scotia, has followed. He still points out with undeniable cogency the untenable nature of the position that Great Britain could be at war and Canada not at war. A Canadian navy claiming not to be at war when Britain was at war would have either to fight or run away. But it would appear from reports that his eloquence no longer centres itself on what was to him the logical conclusion from this argument, namely that Canada's right course was to have made a direct contribution to the Imperial navy. It is now that 'the people should have been consulted.' We have now a trio in full harmony and the charm of it is that, as the thing is done and irrevocable, it is impossible to fulfil the united best of the party-colored opposition. If it were only possible to do so and actually consult the people, where would this happy agreement be? It will be a little difficult, will it not, to keep out of sight of the voters the essential and extreme diversity hidden by this union?

Sir Victor Horsey said alcohol was the commonest cause of disease. Long before the poisonous effect was developed in a man or woman alcohol had begun to undermine the morality of the home, and to cause disease and vice in many serious ways.

## GUIDE FOR TRAVELLERS

### INTERCOLONIAL

#### DEPARTURES.

No. 303—Mixed for Loggieville, 5.00  
No. 317—Suburban for Gibson and Marysville, 6.15.  
No. 321—Suburban for Gibson and Marysville, 11.15.  
No. 323—Suburban for Gibson and Marysville, 16.20.  
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.  
No. 327—Suburban for Gibson and Marysville, 18.40.  
No. 329—Suburban for Gibson and Marysville, 22.00.

#### ARRIVALS

No. 306—Suburban from Marysville 7.45.  
No. 302—Express from Loggieville, Chatham Junction 11.25.  
No. 308—Suburban from Marysville 13.30.  
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.  
No. 310—Suburban from Marysville 19.15.  
No. 316—Suburban from Marysville 21.55.

### CANADIAN PACIFIC

#### DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.  
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.  
9.45 a.m.—Express for St. John and points east.  
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.  
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen etc.  
9.05 p.m.—Express for St. John and points east.

#### ARRIVALS

9.10 a.m.—Express from St. John and points east.  
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.  
11.35 a.m.—Express from Montreal Boston, etc.  
7.50 p.m.—Express from St. John, and points east.  
9.05 p.m.—Mixed from Woodstock, and points North.  
10.50 p.m.—Express from Boston Portland, Woodstock, St. Stephen etc.

### STAR LINE S. S. CO.

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### ST. JOHN RIVER S. S. CO.

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Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

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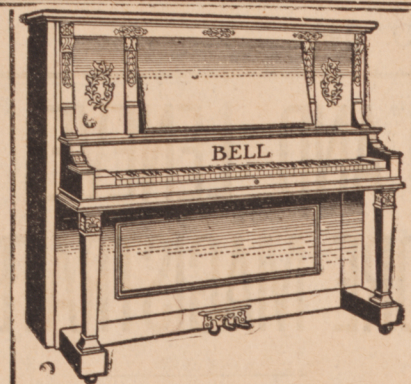
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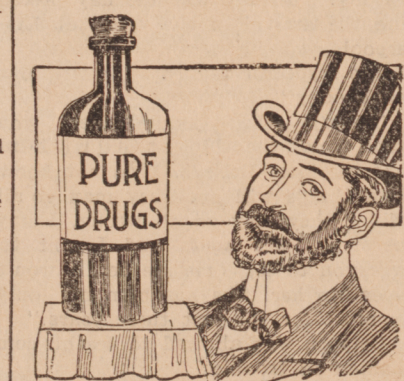
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## INFLUX OF SETTLERS

Over 8,000 Booked for Canada During Present Week

Immigration into Canada is continuing at a rate which surprises the railway men of this vicinity who have to deal with them. In fact, it is stated that there is apparently no dull season coming, as the figures for the present period, which used to be considered the quiet spell, would a few years ago constitute a record for the busiest time. This is caused largely by the easing up of the immi-

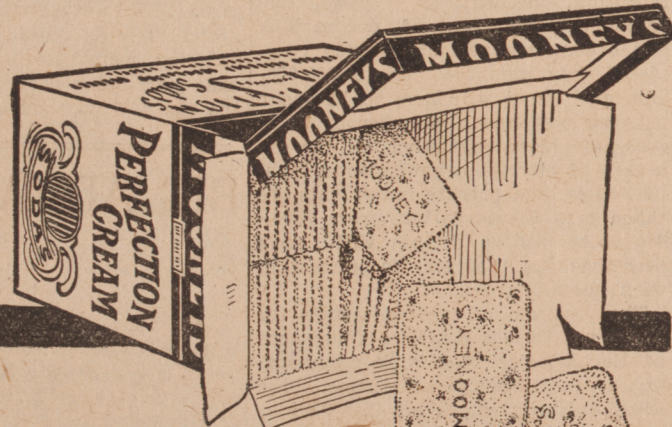
gration laws, which formerly made it necessary to have \$25 in hand. The new regulations permit of a man who has made a home in Canada sending for his family without having to put up \$25 each for them.

The result of this has been immediate, and many who, under the old rules would have had a long wait, have been enabled to send for their families.

Over eight thousand settlers, most of them for the West, are booked for Canada during the present week. As a result of alterations in the immigration law it is expected that the influx of desirable settlers will continue long after the usual season. During the present week the number of settlers coming to Canada are as follows: 'Dominion,' 621; 'Ionian,' 460; 'Cassandra,' 360; Mount Temple, 300; 'Campania,' 500; 'Cairnrona,' 365; 'Lake Champlain,' 600; 'Royal George,' 900; 'Virginian,' 1,230; 'Laurentic,' 1,400; 'Grampian,' 650; 'Saturia,' 400; and 'Willehad,' 250, making a total of 8,076.

Rev. I. A. Humbred, of the Union Church, St. Louis, is planning a school of matrimony. It is his idea that there shall be classes for the instruction of young persons in marriage and to fit them for life generally. He holds that many unsuccessful marriages can be prevented by proper instruction.

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Try Mooney Biscuits with any others. Let the taste of each be the judge and decide which you like the best. Mooney Biscuits have the largest sale in Canada. Their incomparable flavor alone would command it. Their appetizing crispness and inviting deliciousness is simply irresistible.

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