

The Daily Mail

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THE NAVY QUESTION

With recent internal difficulties in the United Kingdom there has come another evidence of the folly of the policy of contribution and centralization in naval affairs as proposed by the Borden government and of the soundness of the position taken by the Liberals in the Canadian parliament in insisting that ships provided by the dominion shall be subject, in time of peace, to the control of the Canadian people.

In the past few months bitter difficulties and differences have arisen in the United Kingdom in regard to the question of home rule for Ireland. The possibility of disturbance and conflict in Ulster led the British government to take steps to meet the serious situation which threatened. Certain orders were issued to the army and to a squadron of the navy. With the propriety and wisdom of those orders the dominion is not concerned but every Canadian knows the angry outbursts which the government's action brought from many opponents of home rule in the United Kingdom and the counter outbursts which resulted on the part of friends of the administration. A little later, after further difficulty in Ireland, ships of the navy were ordered to cruise around the island to check certain expected activities of the men opposed to home rule. Inevitably, these things aroused a storm of passion. The army and the navy have been brought into a bitter party question of internal policy in the United Kingdom.

Among Canadians, as among the people of the United Kingdom, there are different opinions upon the Irish home rule question. Suppose that Mr. Borden's policy had been endorsed by parliament and the three ships he proposes to hand over to the control of the admiralty were now in commission. They would have been subject to the orders of the admiralty. If they had been ordered to Irish waters with other ships of the navy the orders must have been obeyed; there would have been no alternative. Then we would have seen ships which had been contributed by Canada taking part in movements upon which Canadian citizens hold strong and different opinions. We would have seen them used in connection with the settlement of a question which, in actual fact, is entirely and only a question of domestic policy in the United Kingdom. The difficulty and the gravity of such a situation in Canada does not need to be emphasized. The effect which it might easily have upon imperial relations does not need to be outlined.

It is true, of course, that if the Borden policy had been approved by parliament last year the ships to be built would not yet have been constructed. But other questions than home rule may arise affecting the United Kingdom and the navy. Upon such questions, though they affected Canada in nowise directly, strong and divergent views might be held in the dominion. With the Borden policy of contribution and centralization to effect Canadian ships in the imperial navy would be subject to absolute admiralty control. They might be used for purposes of which a large section of the Canadian people did not approve but admiralty control would necessarily prevail. How readily such a condition might lead, to friction, friction which would injuriously affect the relations between the dominion and the United Kingdom, no one needs to be told.

Calgary Albertan:—A man aged 105 years is looking after his vote in a Manitoba riding and being a Roblin supporter it is likely that the Roblin supporters will be able to divide him up into five voters at 20 years each.

Moose Jaw News:—On his tour of Brazil Theodore Roosevelt lost fifty-five pounds of flesh. This would indicate that he has stripped pretty well for an election campaign.

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OVER \$2,000,000 A MONTH

During its first year in office the Borden government gave to Mackenzie and Mann assistance totalling \$10,325,000. Last year the government gave the two railway millionaires further assistance in the shape of a cash grant of \$15,640,000 from the public treasury. Today the same government purposes to give to the same railway millionaires still more money in the shape of a bond guarantee of \$45,000,000 and since the Conservative majority in the commons has already voted its approval of the proposal the guarantee legislation will all but certainly pass into law within the next few days despite Liberal effort to block a plan which is plainly contrary to the public interest.

In October next the Borden government will have been three years in office, and in those three years the ministers will have given to Mackenzie and Mann the huge amount of \$71,965,000. Put in another way, Premier Borden and his colleagues will have given to Mackenzie and Mann practically \$2,000,000 for every month since the minister gained power. If the reckoning were made for the period between October, 1911, and the present time the amount of monthly aid to the two millionaires would stand, of course, at a still higher figure something like \$2,212,000.

Taking the three years between October, 1911, and October, 1911, the amount of the Borden assistance to Mackenzie and Mann will figure out at \$65,721 per day. Thanks to Mr. Borden, his colleagues and his obedient majority, Mackenzie and Mann will have received from the people of Canada, either in cash or on the credit of the country, nearly \$66,000 for every twenty-four hours of the three years.

Looking at the matter from another angle, it will be found that the total assistance given Mackenzie and Mann at public expense by the Borden government in three years will be practically equal to \$10 for every man, woman and child in the dominion. The number in the average Canadian family is five so that this government which is so generous with the public money when the railway corporations are concerned, has handed over to Mackenzie and Mann in less than three years a sum equal to \$50 for every family in the dominion.

The Borden record is a fine record—from the standpoint of the two railway millionaires. It is not so fine a record by any means from the standpoint of the people whose resources and credit have been so recklessly used by Premier Borden and his associates to make richer two men who have grown enormously wealthy out of the construction and ownership of a railway in which they have been careful not to risk their own money.

Saskatoon Phoenix:—During the regime of Sir Wilfrid Laurier he numbered among the most stalwart supporters hundreds of Canadian manufacturers, but it is unreasonable to expect their co-operation in any future policy which will result in closing down their own factories. So

says Industrial Canada and the editor of the statement is only equalled by the supreme selfishness it exhibits. The Liberal party needs to congratulate itself on having shaken off those who are on their own administrations are simply parasites living on any party which provides them with nutriment in the shape of profits.

In the month of April, 1913, the total revenue of the Dominion amounted to \$12,195,955. In April 1914, the total revenue stood at \$9,848,998. In other words there was a decrease of \$2,296,457 or more than eighteen per cent. The greater part of the decrease came in the falling off in customs revenue, an indication of a continued drop in Canadian trade. For months past there has been a great and steady decline of Canadian trade and the April figures indicate that this accomplishment of Borden rule continues markedly evident.

Vancouver Province:—There must be something in a name despite Shakespeare's remark that "a rose by any other name would smell as sweet." A few days ago a woman purchased a picture for twelve dollars. It was examined by experts who pronounced it a genuine Titian worth \$600,000. Did the name add \$599,988 to the value of the canvas.

Calgary Albertan:—It is possible that some day we may find ourselves arrested when we attempt to give as tribute the customary quarter of a dollar to the Ethiopian gentlemen, who armed with the whisk broom, attacks us at the end of our journey on the Pullman car. But it is possible that the day is some distance in the future.

WORLD'S NEWS IN SHORT METRE

New York, May 25—Reduction in prices of refined oils announced. Wells Fargo & Co. tapes over express operations on Frisco Main line. American Express takes over express contracts on New Orleans Texas and Mexico division of the Frisco.

Southern Express takes over express contracts on Kansas City, Fort Scott, and Memphis division between Birmingham and Kansas City. Cabinet members happy over Mexican outlook as reported by Justice Lamar.

Arguments in Government suit against Reading Co. subsidiary Co's and individual to resume today in U.S. District Court of east Penna.

Steel trade will have slow recovery leaders say, and warn against undue criticism.

No Ulster outbreak over Home Rule as yet.

Liability of White Star Line absolutely limited under American Liability of 1882.

12 industrials advanced .02. 20 roads declined .07.

American stocks in London firm generally 1/2 to 1 up.

LATE MRS. ARCH ROWAN

The funeral of the late Mrs. Archibald Rowan took place this morning. Service was conducted at nine o'clock at Christchurch Parish Church and the remains were taken to St. John for interment at Fernhill Cemetery.

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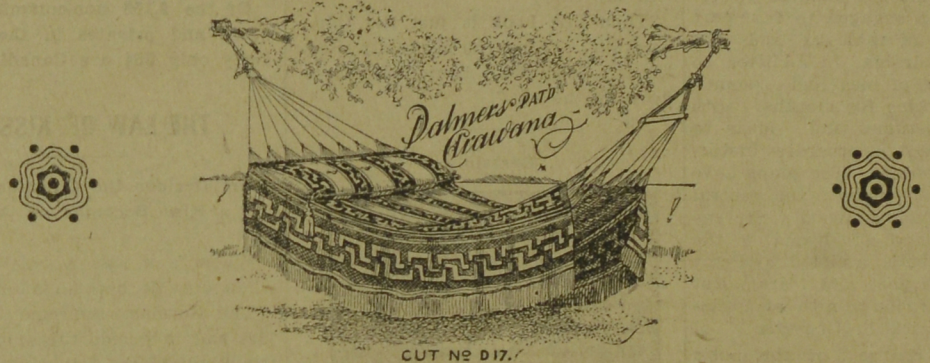
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PRACTICAL FORESTRY.

St. John Times:—A log cabin owned by Berton Seeley and some other boys near Long Lake, was almost destroyed by fire on Sunday afternoon and it was with difficulty that the blaze was kept from spreading to the woods. That it did not do so is due to a great extent to the efforts of a party of young men who fought the flames for some time. They were aided greatly by Gustav A. Kuhring of the forestry class of the U.N.B., who brought the results of his studies into active use.

IS MAJOR NOW.

The Canada Gazette of Saturday last contained the announcement in militia orders of the promotion of Hon. Capt. and Quartermaster Jas. Pringle, 71st York Regt, to the rank of honorary major. The same orders contained the appointment of H. E. Collings as provincial lieutenant in the same regiment.

SECRETARY TO COMMISSION.

George M. McDade of St. John, formerly publicity commissioner here has been appointed secretary of the Royal Commission to investigate the Dugal charges. The commissioners will hold a private conference at St. John before the sessions begin in order to make necessary arrangements. Some of the later sessions of the commission will be held in Fredericton.

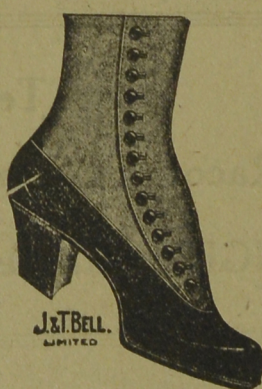
SURVEYING REGENT STREET.

A survey of Regent street is being made today by Baird & Howie preparatory to the laying of concrete curb and gutter.

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