

## The Evening Times and Star

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## WOULD SHAME CANADA

"The issue is responsible government versus obstruction," says the St. John Standard, referring to the situation at Ottawa.

This is not an exact statement of the case. The issue is responsible government versus ship money, or tribute.

The statement that there are 133 Conservatives and 84 Liberals at Ottawa, and that the majority must rule, does not settle the question. The government did not have anything like a majority of 51 on the test vote on its naval policy. On the contrary it has been shown that those who opposed it represented a larger portion of the electors of Canada than did its supporters.

Moreover, the government was not placed in power as a result of a campaign on the naval question. The people have not had an opportunity to pronounce upon what amounts to a very radical departure from the principles of responsible government. It was supposed that the naval policy of Canada was settled when the late Liberal government with the full support of the Conservatives, adopted the fleet unit policy which was recommended by the British Admiralty. The Conservatives might be willing to go farther and make a larger expenditure, but there was no suggestion that Mr. Borden would ever go back on his own declaration that—

"One governing principle should control. . . out of our own materials with our own labor, by the instructed skill of our own people." "A policy of tribute," he said, "will not endure; it would be a source of friction, it would become the point of partisan contention, it would be the subject of criticism."

Mr. Borden has received no mandate from the people to abandon this policy and adopt one which strikes at the roots of Canadian autonomy as understood by himself in 1909. He has taken the naval policy out of its secure position as one commanding the support of all the people except his Nationalist allies in Quebec, and dragged it into the arena of party politics, and has even prevailed upon Mr. Winston Churchill to commit the great offense of appearing to take sides in a matter in which there should be no meddling on his part. It is true the statement of Australia have a right to protest, because Mr. Borden is endeavoring to have Canada break faith with that Commonwealth, after agreeing to the fleet unit policy suggested by the Admiralty, and after Sir Wilfrid Laurier had begun to give effect to that policy, which Australia is now loyally proceeding to carry out.

But does one argue that there is an emergency calling for special action? If so the highest naval authorities in England have not heard of it. Australia has not heard of it. Canadians would never have heard of it but for the Borden-Bourassa alliance.

If there were an emergency \$35,000,000 is not enough for Canada to contribute, but England does not need our money. The Hon. W. L. Mackenzie King recently gave an effective answer to the emergency cry when he said—

"Does Great Britain need the money? What has she been doing the past seven years? She has wiped out \$300,000,000 of her national debt. Now we are asked to borrow \$35,000,000 from her and give it back to her to save her. Do you wonder why the government sits dumb? Do you wonder why they do not get up and get out of the emergency?"

What is the real need of England at the present moment? Let Mr. Winston Churchill answer. In one of his much quoted lectures he says—

"The Admiralty will, of course, loyally endeavor to facilitate the development of any practicable naval policy which may commend itself to Canada; but the prospect of their being able to co-operate to any great extent in maintaining the unit is now much less than it would have been at the time of the Imperial Conference of 1909. . . . all our manning resources are now strained to their utmost limits, more especially as regards lieutenants, specialists, officers (gunners, torpedo, and navigation), and the numerous skilled professional ratings, which cannot be improvised or obtained except by years of careful training."

That is to say, the need of the navy at the present moment is men, and Mr. Borden proposes to give aid by providing—not men—but three more Dreadnoughts to be manned. We cannot do better than quote here the comments of the Toronto Globe on the Borden proposals—

"If Canada is to become a real factor in naval defence she must do what Australia is doing. She can only add a new centre of naval strength to the Empire by laying aside the idea of hiring British seamen to fight for her because they are cheap, as Mr. Pelletier argues, and by raising, drilling, and maintaining her own men. Little Newfoundland, with half the population of Toronto, has many hundreds of well-drilled naval militia. Is Canada unable to do what Australia and Newfoundland are doing? Is she to remain in the same class as Malaya, which has the money to build warships, but not enough white men to supply crews? The Liberals at Ottawa will continue to press the attack against a policy that proffers money to the richest country in the world and withholds men at a time when, as Mr. Churchill

ill says, 'all our manning resources are strained to their utmost limits.' But it is further argued that Canada could not do very much in establishing shipyards in less than four years. The example of Australia answers this contention, and had the Laurier policy been carried out Canada would already have been more than a year embarked on the policy of establishing shipyards at St. John and elsewhere. When will this country be in a better position to begin than now when she has \$35,000,000 available for the purpose?

But again we are told that Mr. Borden will bring down a Canadian naval policy at some future time. He has not definitely said so. He has said on the contrary that he stands for one fleet. What does that mean? There is no reason at all to doubt that it means a continual policy of tribute, supplying money to make profits for shipbuilders and armament makers in another country, and offering England more ships to man and maintain at a time when she needs more than anything else such men as Canada could train for naval service.

The Borden naval policy is not only condemned by the majority of the people of Canada, but the liberty loving people of the mother country, who do not wish to see Canada deprived of the smallest measure of its hard won autonomy, are not in sympathy with that policy. They can see, as the Liberal leaders in Canada see, that such a policy cannot make for closer imperial unity, since it involves questions of representation which would be fruitful of discord and strife. The question is to be discussed in the British Commons, on a motion protesting against the action of Mr. Winston Churchill, and a Canadian Associated Press cable says that "a large and influential group of Liberals (in England) feel that the policy of contribution, as proposed by Premier Borden, instead of uniting and securing a loyal Canada, will rather lead to division and disintegration."

The policy of the Liberals at Ottawa is therefore justified. The principles at stake are too great to be abandoned. The Borden proposals are at variance with the principles of responsible government. They imply that the Canadians are an inferior race. They would sacrifice Canadian interests for the benefit of shipbuilders in another country, and convey to the world the impression that Canadians were a faith with that Commonwealth, after agreeing to the fleet unit policy suggested by the Admiralty, and after Sir Wilfrid Laurier had begun to give effect to that policy, which Australia is now loyally proceeding to carry out.

All Canadians join in wishing a pleasant voyage to their Royal Highnesses the Duke and Duchess of Connaught and Princess Patricia, who sail from Halifax tonight for a visit to England.

Congressman John J. Lemis says there will be substantial reductions in the United States tariff, and expresses confidence that under President Wilson there will be a very extensive and substantial house cleaning in that country.

Speaking of the Coderre scandal the Montreal Witness says:—"We do not envy a member whose pathway to parliament is marked by such degrading accompaniments as have been revealed in this case. There are few things in which parliament is so untrue to its dignity as in the things it cheats. Here was a man who, according to a letter of his own, laid before the House, had boasted himself to find public berths for supporters whom he knew to be perjurers, and here was parliament refusing to examine into conduct so derogatory to its honor, and then cheering a member's escape from investigation."

Hon. Wm. Pugsley, in an interview in the Daily Telegraph, reviews in a very interesting way the recent struggle at Ottawa, pointing out the gravity of the situation and exposing the high handed methods resorted to by the government in its attempt to prevent free speech. Dr. Pugsley points out that the naval policy which Mr. Borden proposes is in direct opposition to that which in 1909 he supported with so much vigor. Dr. Pugsley points out also how great a stimulus it would be to the industries of Canada to have shipyards established on the Atlantic and Pacific coasts. His remark that the people are aroused, to the magnitude of the issues involved is well founded. The people want a Canadian navy built as far as possible in Canada and manned and maintained by Canada.

The statement issued by Mr. Wilfrid Laurier, setting forth the position of the Liberal party in parliament with regard to the naval question, defines the issue between the parties in the house and in the country. Sir Wilfrid points out that not only has the government no mandate from the people to proceed with this measure, but three men who were taken into the Borden cabinet were elected as opponents of naval assistance any kind to Great Britain. It shows that the Liberals are entirely justified in their opposition, and that it is the government and not the opposition which has delayed public business, by its outrageous attempt to prevent free discussion of a measure which involves principles of the highest importance to Canada and the Empire.

## BIRTHDAYS OF NOTABILITIES

SATURDAY, MARCH TWENTY-TWO.

Hon. Sir C. J. Townshend, chief justice of Nova Scotia, reaches his sixty-ninth birthday today. He was born in Amherst and educated at Kings College, Windsor, becoming a barrister in 1886. He practiced for some years in Amherst and was elevated to the bench as a puisne judge of the supreme court in 1897. He became chief justice in 1907 and was knighted in 1911.

A G. Doughty, dominion architect and keeper of the records, is fifty three today. He is an Englishman by birth and for some years he was engaged in commercial pursuits in Montreal. In 1897 he became private secretary to the minister of public works of Quebec, and in 1901 joined the staff of the provincial library. His work as an historical student commended him to the dominion government in 1904 and he has written several books.

Colonel H. H. McLean, M. P., a prominent legislator and soldier in New Brunswick, was born on this date in the year 1853. Born in Fredericton he has practiced law in St. John for many years. He has taken great interest in the militia, served in the North West Rebellion, commanded the 7th Infantry Brigade at the Quebec Tercentenary, and was in charge of the Canadian contingent at the coronation of King George.

SUNDAY, MARCH TWENTY-THIRD. This is the natal day of Sir Donald Mann, a noted railway builder, who is now sixty years of age. He was born in Acton, Ont., and was intended for the ministry, but later abandoned that intention and went into contracting. His connection with Sir William MacKenzie in the Canadian Northern enterprises is well known. He received knighthood from King George in 1911.

The Hon. J. A. T. Chapais, professor of history in Laval University, was born on this date in the year 1838. He studied law and practiced for some time in Quebec. Then he became private secretary to the lieutenant governor and later edited a paper. He was called to the legislative council in 1892 and became its speaker in 1895. For a short time he was minister of colonization and mines for the province.

Lieut. Col. C. A. Smart, a prominent manufacturer of Montreal, was born on March 23, in the year 1838. He has been long engaged in mercantile life and is known as the founder and president of the Smart Bag Company. He also is interested in various other companies and is a prominent officer of the Canadian Manufacturers' Association.

LIGHTER VEIN. SOME MONTREALER. "He's got a great head for figures." "In what way?" "Well, he can even understand what he can do with a life insurance policy after an agent has described it."

SUSPICIOUS. "What makes you think the new soprano won't do? At first you said her voice was good." "I know I did, but none of the other sopranos seem to be jealous of her."—Washington Herald.

ONE OF HIS FAULTS. Mrs. Peck—I must say you have more faults than any other man I ever met. "Yes, I have plenty of faults yourself." Mrs. Peck—There you go again—always changing the subject when I try to talk to you.—Boston Transcript.

INHERITANCE. "How frightfully you snored last night!" "Yes, it was inherited." "From your parents?" "No, from my grandfather, who ran a steam sawmill."—Fliegende Blaetter.

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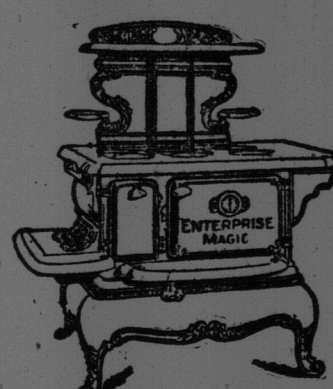
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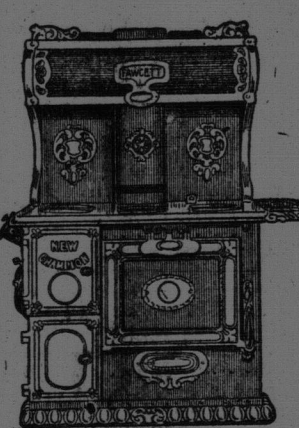
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## NEW MAN FOR THE VICEROY'S CHAIR

Declared a Fact, That Aberdeen is to Leave Ireland

MATTER OF SHORT TIME

Demand For Change Has Become Insistent, Says London Correspondent of Times—Lord Ashby St. Ledgers as His Successor

(Times' Special Correspondence) London, March 25.—Although the official announcement, made the other day, that the Earl of Aberdeen would cease to be Viceroy of Ireland has met with a prompt official denial, behind the political scenes it is known that the statement was well founded, and that the present Lord Lieutenant will resign his post in the course of the next few months—and possibly weeks—and be succeeded by Lord Ashby St. Ledgers, who has been paymaster-general since 1910.

A strong section of the Liberal party has been demanding Lord Aberdeen's official head for some time. The renewed agitation over the crown jewels scandal which under his lordship has been persistently screened from the searchlight of a public investigation, has served to strengthen this demand, likewise the fact that Lord Aberdeen's years now total sixty-six whereas the man who is scheduled as his successor is only forty. In fact, it is more or less an open secret that only the warm personal friendship that exists between Lord Aberdeen and the Prime Minister Asquith has kept the former in office for so long. There is, of course, a strong bond between them in the fact that an engagement existed between the prime minister's daughter, Miss Violet Asquith, and Lord Aberdeen's son, the Hon. Archie Gordon, who was killed in a motor-car accident a few years ago.

The career of the Earl of Aberdeen, who has been Viceroy of Canada as well as twice that of Ireland, who is a Knight of the Thistle and a brigadier-general of the Royal Company of Archers, as well as an LL.D. of no end of universities, is too well known to need anything like a lengthy recapitulation. To some extent, of course, his lordship has been overshadowed by his gifted and energetic wife, author, lecturer, philanthropist and expert of the International Council of Women to whom he became engaged under such romantic circumstances.

The story goes that Lord Aberdeen, then aged thirty, was staying at a Highland lodge and, while out shooting alone, chanced to cross the boundary of the estate next to his host's. The owner, Lord Tweedmouth, happened to meet him and told him that he was trespassing. Lord Aberdeen was overcome with confusion and handed his card to the stranger. He was promptly invited to lunch and at Lord Tweedmouth's hospitable board met his daughter, Miss Marjorie, and promptly fell in love with her. In due course she became Lady Aberdeen.

Distinguished now as one of the few surviving intimates of the late William Ewart Gladstone, the Right Hon. John Campbell Hamilton Gordon, seventh Earl of Aberdeen, to give him his full title, was born on August 3, 1847. He succeeded to the title on the death of his brother in 1870, and entered the House of Lords as a Conservative. Later on, however, he disagreed with the Tory policy and in the debate on the Afghan war he voted against the Beaconsfort government. In 1880, having become recognized as a leading member of the Liberal party, he was appointed lord lieutenant of Aberdeen, and in 1881 lord lieutenant of Ireland with the mission of carrying out the home rule policy of the government. He was Governor General of Canada from 1893 to 1898, and became viceroy of Ireland again in 1903. He owns

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