

LICENSE NOT A STEP TOWARDS PROHIBITION

To the Editor of the Gleaner:—A few apparently non-drinking men ally themselves with the rum party in this campaign because they hope that the carrying of the License Act might in some way lead eventually to prohibition. These men will do well to remember that WHILE THE SCOTT ACT MAY NOT BE WELL ENFORCED JUST NOW IT MATERIALLY LESSENS THE SALE OF DRINK, DISCREDITS THE LIQUOR BUSINESS AND PUTS THE RUM SELLERS IN THE POSITION OF LAW BREAKERS. They see visions of prison bars. They hear disquieting rumors from Sussex, Moncton and other places of liquor men in the toils or seeking a freer land across the border. They fear that tidal wave of sentiment in favor of enforcing the law will sweep this way as it surely will hence the fervent desire to get the Scott Act repealed in order that THEY WOULD DEARLY LIKE TO HAVE THEIR BUSINESS MADE RESPECTABLE.

CANADA AND IMPERIAL DEFENCE OUR DUTY TO THE EMPIRE

Many Canadians Believe That This Country Has Not Taken Up Its Full Obligation—Our Mercantile Marine, Which Would Be a Source of Strength, Has Been Allowed to Decline, and Without Government Assistance Will Never Get Back to Its Former Position.

(Toronto World.) As Canada develops a national consciousness it will undoubtedly develop a larger and more dignified conception of its duty to the empire. Even now, when our after-dinner orators assure us that in throwing railways across the continent, in creating a militia and taking over naval depots, we are making important contributions to the cause of imperial defence, we have a feeling that harping upon this chord is not a very edifying or thrilling performance—not one, at any rate, calculated to quicken our national pride. We begin to feel that, however important these things may be, they by no means constitute our whole duty to the empire. And we begin to perceive, too, that even within the narrow limits of our conception of our imperial obligations we have not been consistent. For if the development of our transportation agencies is the greatest work we can do for the empire, we should have given as much attention to the creation of a mercantile marine as to the construction of railways. And this we have not done. Alone of all civilized countries, in fact, we have allowed our shipping to decline; to-day we have on our registry-books only a beggarly 600,000 tons of shipping.

Triumphs on Sea. Now, Britannia's greatest triumphs have generally been an outgrowth of a development of those qualities of head and heart, unexcelled by any other nation, which have made our maritime prestige, its very existence, depends upon the continued command of the sea—upon its ships and seamen—and no less upon its merchant marine than upon its navy. And this being so, Canada, as a component part of the empire, has been guilty of gross dereliction of duty in allowing its merchant marine to be practically exterminated by the competition of Norwegian "frank" shipping on the cheap about our coasts, and in allowing our sailors to be driven from the sea. Indeed, the argument that we require imperial assistance to develop our maritime systems and natural resources is pretty well discounted by our failure to develop a broad, comprehensive, patriotic maritime policy and provide ourselves with ships and sailors—probably the most important contributions we could make to the cause of imperial defence. It is high time that Canada adopted the policy long advocated by the Toronto Navy League—that we took measures to create the nucleus of a navy, develop a merchant marine and revive the sea spirit of our people. Our position among the nations is anomalous—and rather humiliating. Argentina, Brazil, and Chile not only maintain large standing armies, but possess respectable navies. Canada, with a large history of uninterrupted progress and prosperity, and a larger population than most of the Latin American republics, has one baby battleship and two or three revenue cutters armed with pop-guns—an opera bouffe navy which might



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a naval reserve of 30,000 men, when the United States, with its much larger seagoing population, has only been able to muster a naval militia of 5,000 men.

Canada may not yet be prepared to undertake the work of establishing a navy of her own. But it is high time she took measures to create a modern merchant marine. Some form of government assistance to steel shipbuilding is essential; and it would only be a logical extension of the national policy—an amendment to the national policy—if only as a device to protect us from the possibility of discriminatory freight rates in carrying on of her rapidly expanding commerce. A national mercantile marine is necessary not only as a device to protect us from the possibility of discriminatory freight rates in carrying on of her rapidly expanding commerce. A national mercantile marine is necessary not only as a device to protect us from the possibility of discriminatory freight rates in carrying on of her rapidly expanding commerce.

I. C. R. CONTRACTOR MADE BIG PROFITS One Building at Pictou Overran Estimate by \$40,000—Wallberg Before Committee.

Ottawa, March 11.—E. A. Wallberg's dealings with the department of rail ways respecting work done for the I. C. R. were further probed by the public accounts committee this morning. A small item was first gone into by Mr. Bryce, in the form of the carrying on of her rapidly expanding commerce. A national mercantile marine is necessary not only as a device to protect us from the possibility of discriminatory freight rates in carrying on of her rapidly expanding commerce.

Afterwards a more extensive outlay was made at the Pictou engine house. It was shown that Wallberg put in a bulk tender for \$15,000 for the erection of a building, while he was to be paid on schedule rates for excavation, filling, foundation work, etc. He said he had not figured out when tendering what the bulk would be. A reference, however, to the files in the department was \$62,524, and on this basis the tender was the lowest. Up to date, however, the payments total \$109,221, which is very considerably in excess of the highest tender. Government inspectors on the job certified to the work having been done.

Under cross-examination by E. M. Macdonald, Mr. Wallberg said he received only the schedule rates for the actual quantities and the bulk sums as tendered. Mr. Wallberg retortedly gave the names of two firms from whom he purchased the articles. "What prices did you pay?" asked Mr. Crockett.

"Now," exclaimed witness, warmly, "you want that information for private purposes." Mr. Crockett, "I want to know if you put in first class windows and doors, as required by the specifications, or inferior material?" Mr. Wallberg objected to making public the details of his business. "I got many contracts that others fail to get; the difference is that I know how to buy and they don't." Finally when the opposition members asked for the chairman's ruling, Mr. Wallberg relented and promised to produce his invoices for doors and windows, provided it were not to be regarded as a precedent.

In regard to certain work at Moncton done by day labor, without contract, he said he charged the government 15 per cent. profit. The most at work in one day would be 30 men. They were paid \$1.60 per day. "Thus you got a profit on these men's wages of \$7.20 a day," observed Mr. Bennett.

An easy-going man is apt to make it hard going for his wife.

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Time Table, Feb. 3rd, 1908

Table with 2 columns: Train Name and Time. EXPRESS—Leaves Riviere du Loup 7:30 a.m.; Arrives Edmundston 11:40 a.m.; Arrives Conners 12:58 p.m. MIXED—Leaves Riviere du Loup 11:00 a.m.; Arrives Edmundston 3:08 p.m.; Arrives Conners 4:35 p.m. EXPRESS—Leaves Conners 7:40 p.m.; Arrives Edmundston 7:59 a.m.; Arrives Riviere du Loup 7:15 p.m. MIXED—Leaves Conners 7:59 a.m.; Leaves Edmundston 10:12 a.m.; Arrives Riviere du Loup 10 p.m. EASTERN TIME.

For Folders and other information apply D. B. LINDSAY, G. G. GRUNDY, General Manager, Superintendent, River on Louis, P. Q. F. B. EDGECOMBE, Ticket Agent, Fredericton N. B.

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