

BORDEN AND LAURIER ON NAVAL DEFENCE

Canada's Fleet Will Consist of Eleven Ships--Cost Will Be About Eleven Millions--Borden Declares For Immediate Aid in Addition to Our Navy.

OTTAWA, Jan. 12.—The long expected government announcement in respect to the Canadian navy was made in the house of commons today by Sir Wilfrid Laurier, who, in the absence of Hon. L. P. Brodeur, confined himself to the salient features of the scheme. The programme, as enunciated by the Premier, contained one surprise. It was the announcement that the government had decided that the Canadian initial navy shall consist of eleven vessels, to cost upwards of eleven million dollars instead of seven vessels, as was semi-officially announced some weeks ago. The eleven vessels will be made up of four cruisers of the Bristol class, one of the Hood class, a smaller type and six destroyers of the improved River class. Annual Expenditure The annual expenditure for maintenance will be about three million dollars. Sir Wilfrid expressed the hope that it would be possible to construct the navy in Canada, explaining that it would probably cost thirty-five per cent. more to build the ships on this side of the Atlantic. The bill which Sir Wilfrid introduced and which is entitled "An Act Respecting the Naval Service of Canada," follows the lines of the Militia act, one radical difference being that Canadians are not compelled under any circumstances to serve in the navy. R. L. Borden, in a long speech, laid much stress on Germany's preparedness to outstrip Great Britain in naval construction. He declared that Britain's crisis would come within three years and that in view of this circumstance, the government's proposals were inadequate. Emergency Is Now He argued that a joint resolution passed by parliament last session authorized an emergency contribution under such circumstances as exist today. He thought that it would be better to turn over to the Imperial authorities the amount which it is proposed to spend and then to proceed along careful lines with the construction of a navy. Mr. Borden did not favor the idea of an annual contribution. F. D. Monk vigorously opposed the proposal to build a navy, principally upon the ground that Canada was not fit at the moment to build it. He stuck to the views outlined by him in a speech delivered at Lachine shortly before parliament opened, emphasizing in a pointed manner his objection to the whole proposal. The bill was given a first reading in introducing the bill respecting the naval service of Canada. Sir Wilfrid Laurier said: "Mr. Speaker, it was understood when the house adjourned last Christmas recess that upon resuming our sitting, my honorable friend, the minister of marine and fisheries, Mr. Brodeur, would introduce the naval bill which was foreshadowed in the speech from the throne, and would explain the policy of the government in regard to it. Unfortunately my honorable friend is today in such a condition of health that he cannot be present, but with a view of not disappointing the house and expediting its business, he has asked me to introduce the measure for him today. "He hopes, and still more, I hope, that when the bill is brought on a second reading early next week, he will be able to be in his place to move the second reading, and to then go into the whole question of all details of the policy of administration connected with it. My object, therefore, today will be simply to introduce the bill and give the house its salient features, reserving for the second reading a more general discussion of the navy. "The bill which will be laid upon the table is entitled 'An Act Respecting the Naval Service of Canada.' It provides for the creation of a naval force to consist of a permanent corps of a reserve force and of a volunteer force, following the same pattern absolutely, as the present organization of the militia force. The bill, I may say, follows the Militia Act in many respects, and does not materially depart from it except in one feature which I shall show presently. Under the Militia Act it is provided that the whole male population of Canada from the age of eighteen to the age of sixty, is liable to military service. Should an emergency arise, the whole male population within these ages may be called upon for service. Some discretion is vested in the government under the law. The first class is composed of men from eighteen to thirty, the second class from thirty to forty-five and the last class from forty-five to sixty years of age, and should a volunteer force in its different classes be not sufficient, there may be an enrolment or balloting under the law. "No Compulsion "Nothing of that kind is to take place under the present bill. No man in this country under the Naval Service Act, or any other act, will be liable to military service on the sea in this matter the present bill de-

admiralty, might, in future, form an acceptable system of naval defence, it was recognized that Canada's double seaboard rendered the provision of such a fleet unsuitable for the present. "Again at page 22 in the summary of the proceedings given by Mr. Asquith after the conference had taken place, are the following: "Separate meetings took place at the admiralty with the representatives of Canada, Australia and New Zealand, and general statements were agreed to in each case for further consideration by their respective governments. As regards Australia, the suggestion is that with some temporary assistance from the imperial funds, the commonwealth government should provide and maintain an Australian unit of the Pacific fleet. "The contribution of New Zealand government would be applied toward the maintenance of a China unit of which some of the smaller vessels would be New Zealand waters as their headquarters. The New Zealand armored cruisers would be stationed in China waters. "As regards Canada it was considered that her double seaboard rendered the provision of a fleet unit of some kind unsuitable for the present. It was proposed, according to the amount of money that might be available, that Canada should make a start with cruisers of the improved River class, and destroyers of the improved Bristol class, a part to be stationed in the Atlantic seaboard and a part on the Pacific. Maintain Dockyards "In accordance with an arrangement already made, the Canadian government would undertake the maintenance of dockyards at Halifax and Esquimaux, and it was part of the arrangement proposed with the Australian representatives, that the Commonwealth government should eventually undertake the maintenance of dockyards at Sydney. Sir Wilfrid resumed: "The representatives of the Canadian government at the conference took the ground that it would not be advisable for Canada to have all her fleet on the Pacific coast. Evidently, as I understand, the conference, the British government were anxious to have a strong force on the Pacific. These are considerations, the discussion of which I may reserve for a future occasion. At present I am outlining our policy. I think that everybody will agree that it would be very advisable that the whole of our force should be located in the Pacific, and our representatives, the minister of marine and fisheries, Mr. Brodeur, and the minister of militia, Sir Frederick Borden, thought that we should have our force divided between the two oceans, partly on the Atlantic and partly on the Pacific. Character of Fleet "The question arose as to what should be the extent and character of the fleet to be created in the beginning. Two plans were proposed and discussed, one involving the expenditure of \$2,000,000 a year and the other involving the expenditure of \$3,000,000 a year. The first one would have consisted of seven ships, the second one would have consisted of eleven ships, namely, four Boadiceas, one Beodicea, and six destroyers. We have determined to accept the second proposition that is to say the larger one of eleven ships. That is the force which we pretend to create to start with, four Bristol, one Boadicea, and six destroyers. Perhaps it will be interesting to the house to understand what is meant by a fleet unit, what is understood by a Bristol, a Boadicea, and a destroyer. The fleet unit which was suggested and which has been accepted by Australia and to which the government contributed a certain sum per annum, is to be composed of one armored cruiser of the type of the Indomitable, three protected cruisers, six destroyers, and three submarines. Mr. Foster—"Is that the definition of a unit given by the British government?" Australian Unit Sir Wilfrid Laurier—"That is the definition of a unit accepted by Australia, but there is more than one class of unit and this I understand is the unit which has been accepted for the Pacific coast, and which Australia has undertaken to maintain with the assistance of the home government at first. Now the fleet which we have agreed with the British government to accept is to be composed, as I said a moment ago, of four Bristol, one Boadicea and six destroyers. These terms are new to the house as they were to me and perhaps it would be advisable to explain what is understood by them. A Bristol is a protected cruiser, which means that it has a steel deck which protects all the vital parts of the ship. It is a 4,800 tonnage with a speed of 26 knots. The number of guns is not yet determined upon, but the largest Indomitable carries eight guns. A Boadicea carries six guns; it is probable that the number of guns will be made up to eight. It has a crew of 381 men, of which 20 are officers. Mr. Foster—"What is the capacity of the guns?" Sir Wilfrid Laurier—"I cannot speak as to that because it has not yet been decided. The Boadicea is a non-armored cruiser with a tonnage of 3,300 and carries six 4 inch guns. It has a crew of 278 men of which 17 are officers. We are to build six destroyers of what is known as the improved River class. I will state what is meant by this, until quite recently the destroyers were distinguished as to their sea-going qualities and were called after the rivers of India and spoken of as the River class. The first lord of the admiralty

suggested that we should build a later development of this destroyer, which he spoke of as an improved River class and he suggested this class on account of its sea-keeping qualities. This is the class we have adopted. The total cost of these 11 ships will be, according to our figures, in British figures, £2,338,000, or a little more than \$11,000,000. Cost More in Canada "According to Canadian prices, supposing the ships were to be built in Canada, we would have to add at least 33 per cent. of the cost just given. I may say that it is our intention to start at the earliest possible moment with construction of this fleet, and if possible to have the ships built in Canada. These, Mr. Speaker, are the explanations I have to give upon this occasion in introducing this bill of which I now beg to move the first reading. R. S. Lake (Qu'Appelle)—"I would like to ask a question of the right hon. gentleman. When does he expect this fleet will be ready to put in commission? Has he formed any estimate on that point?" Sir Wilfrid Laurier—"I am sorry to say I have not formed any estimate. I would like to ask the right hon. gentleman a question. Is the object of this legislation to carry out an agreement or understanding arrived at, or reached at the conference of delegates last year, or is there anything in this legislation which in any way varies or tends to change the agreement arrived at there?" Sir Wilfrid Laurier—"There was no agreement arrived at, but the policy laid down by the conference is the policy which it is intended to carry out now. Opposition Leader R. L. Borden began by a reference to the control of a Canadian navy. The premier had stated "if we do have a navy it will go to no war unless the parliament of Canada chooses to send it there." "What does that declaration mean?" asked the Opposition leader. "Has Canada ceased to be a part of the British Empire? Can the rest of the Empire be at war with some great naval power and Canada be at peace?" If a foreign power committed an act of wanton aggression upon Canada and upon Canadian citizens the whole Empire would be involved in the resulting war. If a foreign warship attacked and sank one of our cruisers, the whole power and force of the British navy would be at our command to avenge the wrong and to enforce redress." Mr. Borden dwelt for some time upon the evils of war, but declared that King Edward, the peace-maker, had gone to the root of the matter, when he declared at Liverpool at the end of July last, that "readiness for defence is the strongest of safeguards for peace." Not a Militarist He denied that he was a militarist, but realized that it would be utterly for Canadians to isolate themselves from the activities of the world. Canadian interests must be protected not only upon the high seas but in every quarter of the globe. Putting aside ties of blood and allegiance and tradition, and considering it in an economical aspect, if Canada was an independent nation the cost of naval and military defence would be very much greater than as a part of the British Empire. He declared that Sir George E. Cartier recognized this. Turning to the commons' resolution of last March, he said that under the same conditions today he would again support it if necessary. There had been much criticism of that resolution, but he was glad to see that the criticisms were not along party lines. He advocated the establishment of a defence committee of the Empire. This would give the Dominion a necessary voice in the control of the war, and he hoped that the creation of a Canadian naval force would be attended with corruption and all the dishonesty and extravagance which have prevailed during recent years, but the remedy was in the hands of the people themselves and he believed that the creation of a navy would arouse public conscience in this regard. Hoped for Peace Mr. Borden said he prayed there would be no war, but without firing a shot or striking a blow, without invasion, German naval supremacy would bring the Empire to an end. "It is idle to assure us there will be no war," he continued. "The war has already begun—a war of construction, and the victory will be decisive there as in active battle. "Will the dissolution of the Empire signify nothing to Canada and her people?" asked Mr. Borden. It was food for serious thought by the Canadian people. The crisis would come within five and perhaps three years if we could not understand how self-respecting Canada could accept the protection of the British flag while every dollar of the cost was defrayed by the British taxpayer. When the Empire is fighting for existence would Canadians still and inactive while contemplating with smug satisfaction their increasing crops and products? Provide Dreadnought "We have no Dreadnought ready, we have no fleet unit at hand," continued Mr. Borden, "but we have resources and I trust, patriotism to provide a fleet unit or at least a Dreadnought without one moment's unnecessary delay. Or in my opinion this would be a better course, we can place the equivalent in cash at the disposal of the admiralty to be used for naval defence under such conditions as we may prescribe." A Somnambulist Brakenham Boyle, employed by the C.P.R. in Moose Jaw, had a startling experience in that city on Thursday. It appears he had been sleeping overnight in a caboose which was sidetracked on the bridge over the Moose Jaw river, and whilst in a somnambulist state walked out of the car onto the bridge and slipped and fell from there to the ice on the river below. Strangely enough, the man's injuries were not very serious. Minard's Liniment Cures Colds, Etc.

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NOTICE

Advertisement for 'THE GRAIN GROWERS' GUIDE' featuring two men holding signs that say 'YOUR HOME PAPER' and 'THE GRAIN GROWERS GUIDE'. The text describes the guide as the most reliable authority on questions pertaining to the welfare of Western Canada's wheat grower, and offers it for \$1.75.

Auction Sale of Horses, Etc.

Acting under instructions from owner, I will sell at my Mart, 1790 Broad, cor. 11th Avenue on Saturday, January 22. The following: 1 Registered Pedigree Brood Mare, weight 1650 lbs. This mare was sold for \$725. 1 Grey Mare, weight 1600 lbs., 10 years old. 1 Bay Mare, weight 1400 lbs., 10 years old. 1 Bay Mare, weight 1300 lbs., 9 years old. The above mares are supposed to be in foal to Black Guide, whose sire was Barron's Pride. Sale at 2 p.m. Terms—Cash. Office and Mart, 1790 Broad St., cor. 11th Ave. Regina. Phone 496. GEO. ROSS, Auctioneer. Note—The usual amount of household goods, etc. will be sold at same place and date.

RAILWAY MILEAGE

Considerable Increase in the Amount of Trackage Laid in 1909 in Canada—Greater Mileage than Britain. Ottawa, Ont., Jan. 17.—The mileage of railways in actual operation in Canada during the year 1909 was increased 1,128 as compared with 514 miles in 1908, according to the blue books on the railway statistics placed on the table of the House of Commons today. 14,104 miles are now in operation in Canada; this now exceeds the mileage of Great Britain and Ireland, which is 3,064. The railway capital in Canada now amounts to \$1,300,681,416, of which \$447,734,674 is in stocks and \$852,946,769 is funded debt. This is a total increase of \$89,186,400. 23,883,309 passengers were carried last year as against 44,044,092 in 1908. Thus, while the railway had an increased passenger train mileage in 1909 over 1908, they carried fewer passengers and earned less from ticket sales. The total passenger revenue was \$25,282,326, as compared with \$46,864,158 in 1908. There were 478 persons killed and 1,404 injured by railways during 1909. These figures represent an increase over 1908 of 29 in the number of killed and a decrease in the number injured of 942. The total mileage of electric railways may be put at 988. This would show a decrease of 370, but there is generally an increase. There has always been confusion as to reporting lines. The number of war vessels to be maintained on the Great Lakes is a problem which may become acute at any time and require the serious consideration of this government. It is one of the matters which is likely to confront Secretary Knox and require some clever handling if he remain at the head of the department of state for any considerable length of time. Popular Mechanics for February contains an interesting discussion of this question. It says: "Canada now has but one war vessel on all the Great Lakes, and this is said to be unarmed, while the United States has six armed vessels and three disarmed. Altogether these have more than 50 guns, with a force of about 2,000 men. So far as conditions are today, in case of a sudden jaw, the United States could absolutely dominate the Great Lakes."

GENERAL NEWS

The Winnipeg Tribune had a blaze on Friday. The damage slight. John Walde, one of the best stock and sheep men in the west in Winnipeg on Friday. Hon. Edward M. Farrell, pool, N.S., and William R. Fox, have been appointed to two senate vacancies for Nov. A cable despatch from Cape says that according to the St. Paul and Northern Pacific, the British adviser to the Russian government has determined the exact site of the dam at the head of the Euphrates river, a flourishing oasis of some 100,000 acres on the west bank of the river. The dam is to be built on the east bank of the river, and the water will be pumped to the west bank by the pastoral dwellers. Clifford Pinchot gave outment Thursday, the one that expected for some time, however, all that the House looking for, as the disbursements specifically says: "I shall like to say in current session. This is taken up later he will discuss the matter. Mr. Pinchot then goes on to say that he can stand for conservancy administration as we another, and that he will do the work. He declares the work to be the Lakes to Gulf waterway and characterizes the law as conservation work was a betrayal of the future." Portage la Prairie, Man. The two French half-breed and Zeph Stoux, who were few days ago on the edge of liquor to Indiana, were up today at the police. Magistrate Marshall is a serious charge. The charges them with man connection with the death. The coroner's jury verdict that Hill died of poisoning, and that the poison was the liquor. E. J. T. prosecutor, watched the half of the Crown, and appeared for the primary witness, as also were E. J. T. and John Hall, Tom Hill, Ben Hall, brothers of the last three named above. The prisoners gave the Charles Hall and also to Nothing much is to be done, and the court adjourned all day's sitting to tomorrow. The information against prisoners for supplying Indians will be returnable 27th. Cutting a Wild New York, Jan. 14.—Five dollars in common stock, share of the stockholder International Harvest Co. fits of the past seven years, non-payment of this stock was cut was made at the P. Morgan & Co here had distribution is to be made stock dividend to the 900 of common stock. The decision was made in a meeting of the directors of the company, the controller of the company report showed that, after reserves in excess of \$4,000,000 in 1908, the earnings for 1909 exceeded \$4,000,000. The stock distribution that the board of directors of the company had decided to make a 10 per cent dividend of common stock. This stock fore paid no dividends. The statement to be issued by George chairman of the finance the company. G.T.P. Wor Winnipeg, Jan. 17.—The G.T.P. expects to most extensive system development ever seen year, in the history of shall need all the money. This statement was made by E. J. Chamberlain, manager of the G.T.P., to outline the work to be done by him at a meeting of the G.T.P. staff of the Winnipeg staff of the said that a large number would doubtless be called upon for the details of a few days. Mr. Chamberlain said would be ready for March and the contract was expected to be a station worth of the G.T.P. staff, the general staff they expected to be started January 20, western and eastern end he observed, "I should