

THE MORNING GUARDIAN

FRIDAY, NOV. 6, 1903.

CANADA'S SHARE.

Much has been said and written as to Canada's duty in regard to contributing to the cost of the imperial navy. The navy protects us, we are told, and we contribute nothing toward its maintenance. Many in the Mother Country and not a few loyal Canadians think this is all wrong, that we are falling of our clear duty and that whatever complaints we may have to make of British diplomacy or boundary settlements to our disadvantage, our duty is to "put up or shut up"—that is contribute to the cost of naval defence or submit in silence to whatever may be put upon us. But on the other side it is urged that Britain never built or maintained one additional battleship or cruiser on Canada's account, and not for more than ninety years past has a ship been engaged or a naval gun fired in defence of a Canadian port or of Canadian commerce.

The navy was created for the protection of the British Isles and of British trade. It is necessary to the security of the United Kingdom that Britain shall be supreme upon the seas, especially as two-thirds of her supply of foodstuffs must come from beyond the seas. Without this supremacy she might be starved into submission. Canada has no such need; she is self-sustaining in regard to food. And moreover the extent to which the navy could defend us in the event of war with the United States will be extremely limited. We have three or four thousand miles of inland boundary which could not be reached by naval guns. There would lie our danger. But for the protection of our seaports, Hal-

ifax, St. John, Charlottetown, Vancouver, Victoria and other ports, and especially for the security of our sea going trade we must all greatly value the imperial navy. Then again on the other hand it is important to be borne in mind that but for Britain's numerous wars, not one of which has been undertaken on Canada's account for ninety years past, Canada's ports and commerce have not been and are not likely to be in danger.

If we are exposed to danger solely on Britain's account and not on our own, ought not Britain to guard us against the danger she brings us into? The case is the stronger when in this connection we repeat what has already been said, that Britain has neither built nor maintained a single ship on Canada's account. And we may add that were Canada and Newfoundland to become independent, Britain's naval strength would be greatly weakened by her being wholly excluded from the Pacific coast of America, and deprived of her naval bases and coaling stations there and in the northern Atlantic. We are not arguing that Canada ought not to assist in maintaining the navy. On the contrary we would be glad if something were done by the Dominion to that end. But we do contend that the navy is not of proportionate value to us as it is to Britain, and that by no process of fair reasoning can Canadians be asked or expected to contribute in any such proportion per head of population, or per ton of shipping, or in proportion to our aggregate trade, as the people of the British Isles.

Although we disbelieve in the justice of such proportionate contribution it may be of interest to consider what by such a scheme Canada would be required to pay. George Johnson, the Dominion statistician has figured it out. The British Empire has 11,123,967 registered tons of shipping. The estimates for 1901 give about \$155,000,000 as the cost of the navy. This is equal to about \$14 a ton of the registered shipping. Canada has 666,276 tons of shipping on her registry. This at \$14 would make our annual contribution \$9,300,000. On the basis of exports and imports the trade of the British Empire is about \$6,900,000,000 a year. This makes the cost of protection about 2.13 per cent. of the total export and import trade. Canada's business was \$400,000,000 in 1901. At 2.13 per cent. Canada's share would be \$8,500,000 a year.

Mr. Johnson proceeds to point out that the cost of the United States navy equals 3 per cent on the exports and imports. If we belonged to France we would by the same rule have to pay 3.6 per cent for naval insurance. He adds that if we were independent we would have to provide ourselves with a navy. Holland, which has about the same population as the Dominion, Mr. Johnson thinks "has a dozen ships of war and several coast defence monitors, besides torpedo boats, etc. and maintains a naval force of 8,000 seamen". From this it will easily appear that we can much better afford to contribute, say from two to five millions yearly toward the support of the Imperial navy than to undertake to provide and maintain a navy of her own.

There is something in names. There was a fitness in the names of the American Boundary Commissioners. When our grasping neighbors Lodge upon a piece of disputed territory they always take Root and then proceed to Turner over to the United States.

A despatch from St. John's, Newfoundland tells that ex-Attorney General Morrison has formed the nucleus of a political party to appeal to the electors in favor of union with the Dominion. We wish the movement every success, but as it is opposed to both the Bond Government and to the present Opposition led by Mr. Morine the outlook for immediate success must be problematical.

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The question solved.—Rev. G. M. Young, Pastor of the Methodist Brick Church, for Prohibition. Rubert P. Norton for License.

The territory in dispute and especially those two islands we lost were rocky—All (o) verstone, so to speak. Had we got the islands we might have built Jett (i) es upon them, but are our present Ayles worth making a fuss about?

The Patriot and Capt. Joseph Read are concerned about the honesty of some of our farmers. Honesty is the best policy for farmers, politicians and newspaper men alike, and it has hitherto been believed that our farmers as a class are about as honest as other people. However we must leave The Patriot and Captain Read to fight it out with them.

Columbia ball better have taken Uncle Sam's offer of ten millions for the canal right of way. Now a convenient resolution seems likely enough to cause the loss of the millions and of Panama as well. American marines landed to protect lives and property will not be likely to assist the Colombian troops. Independence for Panama is now the word.

Probably it was better that the Boundary Commission settled the matter with which they were entrusted. Possibly the Canadian Commissioners were as strong partisans as were Lodge, Root and Turner. There is no doubt that two of the latter had publicly prejudged the case, and by all rules of fairness should have been precluded from sitting on the tribunal. Still it does not appear that Canada lost a foot of territory that she would have got had there been other American Commissioners in their place. Lord Alverstone played us a shabby trick about those two small islands. The four should have gone together to Canada or the States. He first agreed that all belonged to Canada and then secretly gave two of them to the States. Our grievance is not with the United States men but with Alverstone. Still it may be better as it is than if the matter had remained open.

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It is well known that the majority of human ailments arise from constipation of the bowels and on this account many people make it a rule to take the bowels move once every day. If you are subject to constipation you can be cured by the use of Dr. Chase's Kidney-Liver Pills. These pills act only on the bowels active but by their action on the liver ensure a regular flow of bile, nature's own cathartic and so remove the cause of serious disease.

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ROME, November 3.—Inquiry into the cause of the fire at the Vatican Saturday night shows that it was accidental. The damage it is believed will not exceed \$50,000.

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Yours truly,
F. A. HALL.

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- Ladies' Skirts and Underskirts.
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- Children's Dresses.
- Children's Pinifores
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- Children's Sailor Fronts
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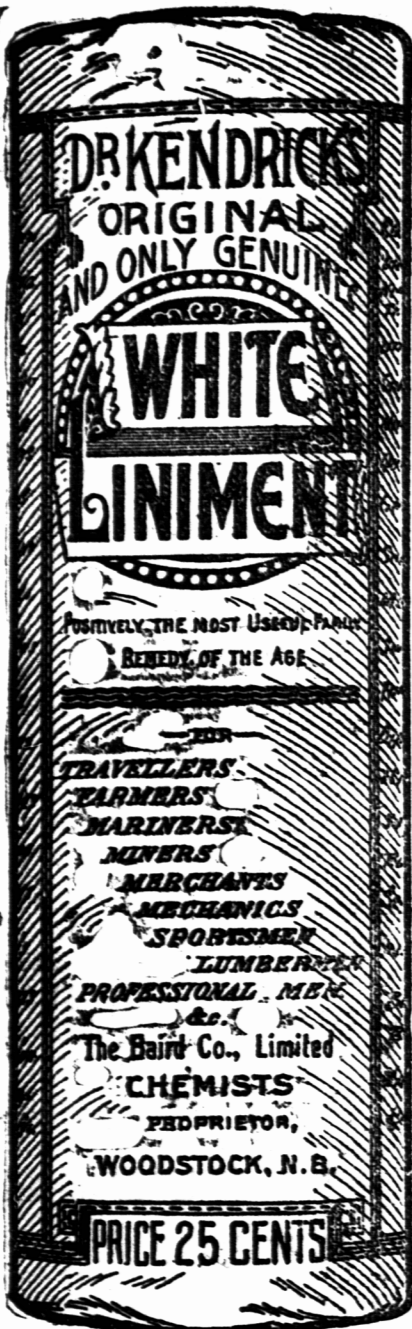
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