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ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 18, 1912

THE PROTECTION OF THE TRADE ROUTES.

In the course of his speech at the banquet tendered to Mr. Pelletier at Levis, Mr. Hazen, in discussing Naval Defence, drew particular attention to the importance of protecting the trade routes across the North Atlantic and to the responsibility which devolves on the Dominion to assist the Mother Country in this respect. This is a practical side of the naval defence question which will appeal strongly to the whole community. There can be no question that in the event of international complications, in the event of war, the whole trade of the Dominion with Great Britain would be paralyzed unless the trade routes were patrolled and protected against the attacks of a hostile fleet.

This phase of the naval defence situation, we know from previous statements made by Mr. Hazen, was fully discussed with the Admiralty during the conferences in London. Emphasizing its vital importance to the Dominion Mr. Hazen said at Levis:

The Canadian Ministers had consulted the Admiralty on matters of most urgent import. There was the great danger that in time of war the trade routes between the various parts of the Empire might be threatened and the food supplies intercepted. This would be as serious a contingency for the Dominion as for the British Isles, since any blow struck at the heart of the Empire was bound to be felt in the other parts of it. These pathways of the sea should be patrolled by warships in order that trade should not suffer. Canada was now strong and, having thrown aside the swaddling clothes of infancy, the Canadian nation stood at the threshold of its vigorous manhood. It must, therefore, prepare to shoulder some of its responsibilities.

No greater responsibility devolves on Canada today than the protection of her trade routes. To the manufacturer, to the farmer, to the Western grain grower, to every industrial interest in the Dominion, aside from loyalty and duty to the Motherland, this question is of paramount importance.

That the Western grain growers realize this fact is evident from the tenor of a letter which appears in the current number of the Grain Growers' Guide over the signature of Mr. F. T. Palmer, a member of the West-End Grain Growers' Association. Mr. Palmer makes no secret of the fact that he is a free trader and favors Reciprocity, but he strongly protests against an article in the Guide of a political tendency and which claimed that the "Big Interests" were airing up talk of war that they might gain financially by the scare. Writing as a Western farmer, Mr. Palmer says in part:

After reading your rhodomontade, with all the theatrical and unconvincing talk about the "big interests," I didn't know whether you held a brief for the Liberal fence. Anyway, that big interest football has had half the wind kicked out of it by being tacked on to too many questions before, and it won't rise nor go straight to the goal. And now that you've tacked it onto the navy question it may get wet and collapse altogether.

The fact is that we farmers are the biggest interest of all and unfortunately we have let so many of the smaller interests combine for their own advantage and incidentally to our disadvantage. . . . We don't want to see the Grain Growers' Guide become other big interests than farming of "noisily" advocating a policy involving a large expenditure; not because the security of their homes and the permanency of their work demands a revision of the existing means of defence, but because it will "bring money into their pockets without costing them a cent."

We farmers want free trade, and all the good we hope from it. BUT IF THERE IS ONE CLASS OF CANADIAN THAT LOOKS TO THE SEAS AS A HIGHWAY TO ALL MARKETS FOR HIS PRODUCE IT IS THE FARMER, AND WE DON'T LIKE TO LINGER LONG OVER THE THOUGHT OF HIS CATTLE AND GRAIN BEING BOTTLED UP IN OUR SEAPORTS THROUGH POLITICAL JEALOUSIES BEING KEPT FANNED INTO FLAME WHEN PARTIES SHOULD BE ONE ON THE GREAT NATIONAL NEED, DEFENCE.

But I take it that all interests, big and little, mean that it shall be no palmed hand that shall drop on those who would violate our glorious heritage of freedom. And I am sure that most of your readers would like to feel that the paper they are anxious should become in reality their representative organ would approach such questions as this in a manner unimpaired by party bias which, whether or not intentional, cannot fail to be so construed.

The Grain Growers' Guide repudiates the suggestion that the article had any political flavor, and states that it "realizes that thousands of men honestly and sincerely feel that a big naval appropriation is the best way to secure peace." Mr. Palmer's letter is worthy of notice in that it shows that the grain growers of the West are very much alive to the importance of the protection of the trade routes. If there is one class of Canadian, as the writer says, who looks to the seas as a highway to all markets for his produce it is the farmer. Naval Defence does not appeal to him as a political question. He sees the need of it in his business.

With that sentiment prevailing in the Great West, we may look with even greater confidence to see Canadiana united in support of a strong and effective policy of Naval Defence in co-operation with the Mother Country. What the exact nature of that policy will be we shall know in the near future. Mr. Borden and his colleagues have returned from a conference with the Home Authorities at which every phase of the naval defence problem was discussed and the interests of the Dominion considered. Having attended these meetings Mr. Hazen was justified in the belief he expressed at Levis. When the naval policy of the Borden Cabinet, he said, would be put before the people, he was fully convinced that it would receive an overwhelming support from all true Canadians who realized the duties and the responsibilities of their common heritage.

THE HUDSON BAY RAILWAY.

The recent journey by Mr. Cochrane, the Minister of Railways and Canals, over the route of the Hudson Bay Railway by canoe, and thence home by steamer through the Bay and the Straits was noteworthy as being the first time that a Minister of the Crown had attempted to see, at first hand, that great northern country, and to study for himself on the spot the feasibility of the Hudson Bay route.

The trip from Le Pas to the mouth of the river Nelson was by canoe. At the Nelson Mr. Cochrane was met by the Government steamer Stanley. He made a thorough inspection of both Fort Nelson and Fort Churchill and has returned much impressed with the feasibility of the scheme. "I have great faith in the route," he stated, and has announced that he will push the work forward without delay.

A recent report that Fort Nelson had already been selected as the terminus of the Hudson Bay Railway is premature. The chances favor that post, but it has not been definitely decided as yet, and will not be until further reports from hydrographic and other parties come in. The harbor of Fort Churchill is much the better of the two, but has the disadvantage of being 85 miles further away than Nelson. These two considerations operate against each other, but the matter will be determined at an early date.

The difference between the attitudes of the two governments towards the Hudson Bay Railway is striking. During their fifteen years in power the Liberals, before every election, announced that they would rush the Hudson Bay line. The West, however, had to be content with pre-election promises. After fifteen years all that was done was to start a bridge at Le Pas. Two weeks before the last election the railroad was hurriedly let for the first section, but no work was started. Mr. Cochrane found when he took office that the Government were without any authentic information as to the route, the harbor terminals, or the length of navigation in the Bay or in the Straits.

He promptly despatched engineers overland to the Bay to examine both ports; and two steamers, the Arctic and the Minto, were also sent north. Expert harbor engineers were instructed to start work. Full steam ahead on the Hudson Bay" was Mr. Cochrane's announcement, and he has more than fulfilled his promise. Work was rushed on the first section. The contract was let on the second, and the tenders for the first section to the Bay have been called for, so that by this fall all of the road will be under way and early next spring work on the harbor and terminals will be started. By the time the line reaches the Bay docks and elevators will be ready for the steamers to carry the grain and relieve the congestion in the West.

"WAY TICKETS" FOR TRAMPS.

A means of dealing with the tramp has been discovered in England which is proving so satisfactory that it is predicted that in a few years the habitual vagrant will be hardly known in the country. This is the "way ticket" system, by the operation of which some counties in the last year have reduced by 25 to 75 per cent. the number of vagrants passing through their workhouses.

The system gives food and shelter for a night at a workhouse to any vagrant. In the morning, when leaving the workhouse, the vagrant is given a ticket which entitles him to an allowance of bread and cheese at stations along the road he intends to take. He has thus no excuse for begging, and if he is genuinely in search of work he receives aid until he finds it. But if he is an habitual tramp he soon comes to be known at the workhouses and is treated accordingly.

Much of the success of the system depends on the co-operation of householders. An appeal by circular has been made to all householders by Mr. Watson-Walton, Secretary of the Inter-county Committee of the Way Ticket System, to refuse aid to vagrants, since every applicant is cared for at the workhouses. The system might be adopted with advantage by other countries. Canada is not overrun with members of the tramp fraternity, but they are not unknown. The "way ticket" has distinct advantages and inflicts no hardship on the wanderer.

Reciprocity is Dead.

(New York Herald Sept. 16.)
A Herald special cable from London today relates that the Morning Post, usually very sedate and cool, has learned that there is grave danger from the fact that there is a movement in Jamaica for a Reciprocity Treaty with the United States and that the British West Indies may gravitate to a position under the Stars and Stripes. There need be no alarm in England. We fancy it will be a long time before another experiment similar to Canadian Reciprocity is undertaken.

Saner Methods.

(Brooklyn Eagle.)
Oyama, Kuroki, Togo, Kamimura, Nodzu and other soldiers and sailors distinguished in the war with Russia have not felt it incumbent upon them to join their Emperor in death. Their loyalty is not less than that of Nogai, but their view of life, its privileges and obligations, is saner than his.

The Basic Industry.

(London Free Press.)
Half a million dollars has been appropriated by the Ottawa Government this last year for the improvement of agriculture. This is in addition to the regular budget. The Borden Government is not forgetting the pre-eminence of agriculture as the basic industry of the Dominion.

Unionist Policy Needed.

(Toronto Mail and Empire.)
Winston Churchill proposes that England shall be divided into provinces. Thanks to the present Government, the island would appear to be sufficiently divided at present and to be in more need of some policy that will unify it.

Dead Ends.

(Kingston Spectator.)
Various Canadian journals, led by The Globe, continue to make light of the German war menace. Neighbors of Noah also retorted, "It ain't going to rain much anyhow," when invited by that ancient to enter the ark.

Still Available.

(Kingston Whig.)
Though the price of hay has advanced, hay fever may be had on the same old terms by the regular consumers.

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ATROCITIES TOLD OF IN PICTURES

Campaign on in Full Swing Against Sir Edward Grey for His Alliance with Russia.

(N. Y. Times-Gazette Cable.)
London, Sept. 16.—A highly sensational turn has now been given to the campaign which has been carried in for some time past by dissident Liberals against Sir Edward Grey's foreign policy, particularly in regard to the Russian alliance. The Russian atrocities in Persia is their theme. "Nothing," said last week's Nation, whose editor, H. W. Massingham, has been foremost in the attacks on the Foreign Secretary, "can get rid of the evidence of photographs, which show the soldiers of our ally in Persia assisting in deeds which roused all England when the Bashi-Bazouks instead of the Russian troops were the country to fame, such as that which followed the Bulgarian atrocities and altered the map of southeastern Europe."

So far the role of a McGrahan in depicting the Bulgarian atrocities has been chiefly played as regards Persia by G. T. Turner, who has sent to the Manchester Guardian an article charging the Russian troops with the indiscriminate shooting of men, women and children in Tabriz, as well as with unspeakable atrocities by their Persian government, including beating men to death, sewing up the mouths of constitutionalists, driving horsebuses to the bazaars, and with a general hanging vendetta against all who were even supposed to favor the new Persian constitution.

The Tory papers which have of late been much more kindly disposed to Sir Grey than the Liberal organs have confronted Turner's reports with those of the British consul at Tabriz who painted the situation in much less lurid colors.

Prof. Browne also wrote to the Manchester Guardian stating that he had secured photographs which left no doubt of the horrible character of the atrocities perpetrated in Tabriz. Two of these photographs are so dreadful that publication is impossible.

A correspondent of the Nation wrote demanding their publication, "so that Englishmen might understand the price paid in blood and national honor for the Anglo-Russian alliance." "Perhaps," the correspondent suggested, "the editors of Liberal papers have been too squeamish to reproduce them, but what is the Anglo-Persian committee doing to keep these pieces of conviction and the snug security of its private bureau?"

Now two of the illustrated weeklies, The Graphic and The Sphere, print a conviction of the photographs. The Sphere says that it ventures to reproduce only two out of a dozen received. Most of them are too horrible to describe, and one can but hint at them. One of the photographs is of a distinguished Yusuf of Hukmahad. It shows his body cut in two and hung in the streets of Tabriz.

Of the two photographs published by The Sphere, one shows seven men hanged to the branches of a tree. The other shows a group of four hanging from a rude gallows. The Sphere says:

"We have every confidence that Earl Grey, when he sees what is reproduced will take some action. The Graphic prints five photographs one of which shows a gallows decorated with the Russian colors, and seven men hanging therefrom.

Lucien Wolf, a well known writer on foreign affairs, contributes a note to the Graphic regarding the Tabriz atrocities. He says: "I had the pleasure of meeting Mr. Turner the other day, and like every body else who has met him, I was deeply impressed by his obvious sincerity and trustworthiness. On national honor requires that his story should be thoroughly investigated. It is idle to pool-pool it as the gossip of a transient representative of the Young Men's Christian Association.

We cannot have one law for Putsch and another for Tabriz, and I imagine that Mr. Turner is quite as good a witness as the Roman Catholic who is going out to the red rubber region of Peru. It is indeed a pity that more missionaries were not in Tabriz during the last twelve months."

Winter Cruises to West Indies.

Plans have been completed by the White Star-Dominion Line for four cruises to the West Indies by the "Laurentic" and "Morganic" vessels employed in the summer months in the St. Lawrence trade to Europe. The "Laurentic" made two such cruises last winter with many prominent Canadians on board who were interested in the reciprocal trade agreements which have since been satisfactorily negotiated with the principal British possessions in these islands. Recent statistics issued by the Department of Customs show a largely increased exchange of products between the West Indies and ourselves and the opportunity these winter trips offer to become personally acquainted with the West India markets while deriving all the benefit of a winter pleasure trip of a most delightful nature, will, it is expected, attract many Canadians to make the trip this year. The itinerary for the cruises includes the Panama Canal also, and as the giant ditch now nearing completion, looms large in the news items, it will be an added attraction for scores to make the trip.

FEWER LABOR DISPUTES.

Ottawa, Sept. 17.—The Department of Labor's record shows the influence during August to have been very favorable as during July, few labor disputes were recorded as in existence. An improvement, too, over July is seen in the fact that of the seventeen disputes which com-

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menaced during August a definite termination occurred in the case of eleven. Transportation in different sections was considerably interfered with by strikes; these were, however, of short duration in most cases and conditions were generally normal towards the end of the month. About 9,500 employees were involved in trade disputes during August.

NAVAL CADET EXAMINATIONS.
Ottawa, Sept. 17.—The Canada Gazette contains notice that a general competitive examination for naval cadets in the Naval Service of Canada will be held on Wednesday, November 13, at Montreal, Toronto, St. John, Halifax, Ottawa, London and other points. Applications from intending candidates must be filed with the Civil Service Commission on or before October 15. On November 12 are the Civil Service examinations, both preliminary and qualifying, which will be held at the same points.

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