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NOTICE TO READERS.

THE ANGLO-SAXON goes regularly to Sons of England lodges and branches of the St. George's Society in all parts of Manitoba, the British Northwest Territories of Canada, British Columbia, Ontario, Quebec, Nova Scotia, New Brunswick and Prince Edward Island; to branch societies of the Sons of St. George in all parts of the United States, to Clubs, Reading Rooms, Emigration Societies and similar institutions in Great Britain and Ireland, and to British citizens generally throughout Canada, the States, Great Britain and the Empire.

OUR POSITION IN CANADA.

From time to time the question is raised as to what are the exact relations of Canada towards the rest of the world. One day it is MR. GOLDWIN SMITH, who talks about the "continent to which we belong"; the next it is MR. MERCIER, who takes the line usual to discredited politicians, that of offering any number of contrary and opposing policies in the hope that some section of the public may seize one of his baits, and now it is MR. ROYAL, who, though not discredited in any sense, is an ex-Governor for the moment out of employment and therefore forced to do a little advertising to keep his name to the front. We wonder if any of the three gentlemen we have named have considered the case of Switzerland.

"Canada," says MR. GOLDWIN SMITH, "is connected ethnographically—ally and ethnologically with the 'United States.' How untrue that statement is will be apparent at once if instead of Canada we say Quebec! But let us consider the case of Switzerland. That country is occupied by three distinct nationalities: French, German and Italian. It has no language peculiarly its own, but uses all three languages according to circumstances. Switzerland has no natural frontier, except, perhaps, on the Italian side. If MR. GOLDWIN SMITH was therefore to declare that the "artificial delimitations" of a country could not be maintained against ethnological and ethnographical connections with an adjoining country or countries, he could speak with much greater force with regard to Switzerland. But he would never be so foolish. Switzerland has an individuality of its own that has grown out of the distinctive characteristics of its original formation as a Republic, and of its subsequent history. The result is, that although the Swiss do not possess a language in common, they have a history in common, and they have arrived at a perfection in methods of government which differentiates them widely from all other nations in Europe. We believe that much the same thing can be said of Canada. Canada, like Switzerland, is not united ethnographically, but already it has a history which differentiates it widely from the United States. And, since it is history alone, i. e., the possession of a peculiar and common fund of memories and experiences, that largely endows either a person or a nation with a distinctive individuality, we may reasonably expect that Canada will be able to maintain herself in her own orbit without unnecessary reference to that heterogeneous conglomerate, the United States, or MR. GOLDWIN SMITH. Of course, Canada is at present a part of

the British Empire, having distinctive characteristics of its own and differing widely in customs and practice from the United States, and it is naturally easier for a man to assert a thing is, when the fact is manifest, than for him to assert that a thing should be and will be something else. We will not attempt to emulate MR. GOLDWIN SMITH in his role of prophet further than to say that if Englishmen continue to come to Canada in as large numbers as of late years Canada will become so firmly cemented to the Empire that political speculation of the kind we have been considering must shortly cease to disturb the minds of men.

THE GRAND LODGE RALLY.

To band Englishmen together in any great work is bringing into united force most of the best qualities that guide and influence the actions of mankind. The grand position that Englishmen hold to-day amongst the nations of the world is not accidental, but the result of national characteristics, in relation of cause to effect.

The Englishmen of the past as well as the present evince the educating effect of their environments in practical adaptations to the requirements of stern necessity, both in their social, political and commercial peculiarities. It was not idealism that made a great nation of them, nor are they as a whole an ideal people, but they are the product of an evolution in historical events that makes them to-day a great people, wearing a crown of national glory which never fails to win the hatred and jealousy of less favored nations.

It is pardonable, therefore, if an Englishman of to-day glance back at the history of his nation, remembering its dangers and troubles, its good deeds and bad deeds, its greatness and smallness, if he allows the throb of manly pride to stir his feelings as he thinks of himself, the child of to-day, as one amongst the nation's millions who are called upon to hand down to posterity national greatness unsullied by shameless deeds nor wrecked in ruin by the hands of the traitor or the foe.

To bring the sons of such a nation together and expect anything less worthy from them than a united heart and voice in gratitude to God for their national blessings and the awakening of every dormant impulse of their beings into renewed activity and steadfast effort to maintain the glory of our nation—would be to expect them to be false to the laws of their being and forget the Divine Hand that has made them great. Who can unmake them also when they are traitors to their national responsibilities. National degeneracy in character is the high road to national ruin, therefore let not the facts of history be written in vain for us, but let us worthily strive to emulate the struggles for truth and freedom of a noble ancestry, while avoiding the mistakes they made.

In reading the Report of Grand Lodge proceedings, while we rejoice in common with every member of the Society, that the past year has been in every way so highly prosperous, yet we feel especially thankful to notice that the feeling of fraternity does not spring from mere brotherhood in a society however worthy, but that it is the warm touch of national brotherhood that is felt yearly at these gatherings, so that the patriotic watch-fires burn more brightly in each heart, and delegates returning to their homes carry the contagion of national feeling to the lodge rooms and the fire-side.

The grand officers of the past year have the satisfaction of knowing that their services have been heartily appreciated, and the good done will yet be more fully realized in the ensuing years. The newly-elected Grand Lodge officers enter office with the hearty good will of all and the positions they fill are the tokens of genuine confidence in their integrity and sterling manhood, and though the past year had its triumphs we shall wish for the new year still greater things.

To have a uniformed corps of Englishmen in the re-organization of the Toronto Garrison Artillery was worthy of the support it received from the Grand Lodge, and it is to be hoped that no subordinate lodge of the Order will fail to use its local political influence, in the most unflinching manner, on their representative in the Dominion parliament, to ensure this object being attained, in recognition of the equal rights of Englishmen with other nationalities amongst us, who have similar privileges—and let none forget

that votes alone affect the actions of politicians in such a matter.

We think that no session of Grand Lodge should pass without communicating, by resolution adopted, a clear expression of opinion to the powers that be in favor of all political and commercial actions furthering the cause of British Federal Union throughout the world—such as the Pacific Ocean cable; Inter-colonial and British trade relations; Imperial Defences, and other questions affecting present and future relationships and unity of the British Empire—as pointers for politicians.

We are heartily glad that the scheme of establishing a "Sovereign Grand Lodge" has been placed under care of a committee, and we shall not regret if they hand it over to the undertaker for a respectable burial. It is a prodigy in its way, marring the symmetrical proportions of the society—a too big head for its body—yet as a display of patient, laborious effort, the idea in all its details is wonderful—too much so to meet the simple needs of enabling subordinate lodges in certain districts to increase the sick-pay allowance and to enable far distant lodges to be equally and fairly represented in any yearly sessions of the Grand Lodge. The time is not far distant when all the Society Grand Lodges will be a representation of district lodges, the district lodges being in turn representative of subordinate lodges in the district—the one covering the whole Dominion, the other being a simple convenient grouping of a dozen or more (as expedient) of subordinate lodges into districts. The district lodge could be a distinct degree higher in the society than the subordinate lodge, dealing, under powers from Grand Lodge, with local needs and forming a first court of appeal from the subordinate lodge. All business coming before Grand Lodge would first be approved in the district lodge, and Grand Lodge would consist of representatives or delegates—one from each district—who would be for that year the worthy president of the district lodge, and as such would likely be an able and talented brother and held in high local esteem to get into that office. With one representative from each district the sessions of Grand Lodge could be carried on calmly and with deliberation as a worthy body in a business way without undue haste.

The expenses of attendance at Grand Lodge could be met by a capitation charge therefor levied on the whole membership of the society, so that those in every section of the Dominion could be fairly represented and not debarred by considerations of cost to send a delegate as now.

We refer readers to our report of Grand Lodge proceedings on another page, and invite a free and generous expression of opinion on the work done and to be done by this worthy Society of Englishmen.

NEW BOOKS.

BRITAIN AND HER PEOPLE, by J. VAN SOMMER, JR., Toronto: Wm. Briggs, publisher, Methodist Book Room.

Although the Council of the Imperial Federation League in London is defunct, the cause of Imperial Unity, nevertheless, progresses. The Imperial and Royal Colonial Institutes are in full operation and the United Empire Trade League is energetically engaged in the dissemination of its principles and in entertaining the representatives of the Colonies. The question of Imperial Unity is in the air, in the newspapers and continuously present to the minds of the English people. Neither is the movement dead in Canada. Its influence is felt within the legislative halls of Ottawa, and in the Councils of the Imperial Federation League in Toronto. That it is occupying the attention of our literary men also is proved by the appearance of MR. SOMMER'S pamphlet, the text for which is taken from the first speech from the Throne to the English Parliament by King Edward I.: "As it is a just rule that what concerns all should by all be approved, so it is very plain that we should meet common dangers by remedies devised in common." The author points out the advantages which every part of the Empire would derive from closer union, and evidently speaks from experience in his references to Australia, Canada and the Cape Colonies. He advocates union by representation, and the establishment of an Imperial Commercial Union. We entirely sympathize with MR. SOMMER and commend his arguments and his pamphlet to the careful perusal of our readers.

Mr. J. Van Sommer, jr., is a member of Lodge Cheltenham, No. 178, of the City of Toronto.

A Short Route to the Sea.

[From our Winnipeg Correspondent.]

The following petition has been widely circulated and largely signed by the people of the Northwest Territories, and forwarded to the Premier, Sir John Thompson, at Ottawa:

The petition of the undersigned residents of the Northwest Territories of the Dominion of Canada humbly sheweth:

Whereas the freight rates charged by the Canadian Pacific Railway Company, especially those on grain, the raising of which is the principal industry of these Territories, are exorbitant and unreasonable;

And whereas the said company pays no heed to the frequent appeals for restriction of same, and otherwise has no regard for the wishes, convenience and necessities of the people of this portion of the Dominion, notwithstanding the fact of their having received enormous bonuses of cash and land from the people to enable them to give cheap rates;

And whereas the levying of such excessive rates and tolls by the said company is an intolerable burden, depressing the whole of the Northwest, and hindering proper development of same, and which has caused and is causing emigration from the Territories, as settlers after years of patient waiting are giving up in despair of a better state of affairs;

Therefore we, your petitioners; all being bona-fide settlers, humbly pray that you will exercise the power given you by law, or bring such other pressure to bear upon the Canadian Pacific Railway Company as may be necessary in the true interests of the whole of the people of the Territories, to so reduce their rates as to relieve the people of their unjust burden.

And we also humbly pray that you will be pleased to recommend Parliament to grant such aid, in cash subsidies or guarantees of interest, as has already been done in case of some (land grants alone being insufficient), as may be necessary to enable further railways to be built in the Territories, which are an absolute and immediate necessity to the many important outlying settlements formed under promise of such railways by the government both to prevent the present settlers giving up their homesteads and leaving the country, as many are now preparing to do, as they are unable to live under existing circumstances, and to induce the much-needed taking up of lands by new comers.

We ask for aid sufficient to secure the immediate construction of the Hudson's Bay Railway, which would insure the speedy development of the Territories, the building of branch lines, and the opening of millions of acres of government land to settlement.

The above clipping from the "North-Westerner," the only independent daily newspaper in Manitoba, the other two being either C.P.R. and local government, or local government and C.P.R., serves well as a text on which to discourse upon the absolute necessity for constructing the long projected Hudson's Bay Railroad.

The creation of such an important factor towards the consolidation of the union by the ties of self interest, as well as those of sympathy, between this Dominion and the Mother Country, has only thus far been delayed by the exigencies of political necessity.

Looking backward to the days of Confederation, one can but pause for a moment to wonder at, and admire the power of presence of that great statesman who conceived and carried out the grand scheme of uniting the Atlantic and Pacific Oceans by a continuous line of route without break and without change of cars.

This grand idea, we must remember was conceived when the population of Canada did not much, if any, exceed three millions of people.

In spite of a change of government, and an interregnum of five years duration of the pennywise and pound foolish policy which always follows the advent of the Liberal party to power, the great scheme was consummated within twenty years of its first conception.

That great concessions had to be made by the government in order to induce capitalists to invest their money in what seemed to many a utopian undertaking, goes without saying. It was these concessions, the most important of which being, for a term of years, the monopoly of the line of route, which caused the dissatisfaction in Manitoba, and what may be termed the "Crossings Riots" some six years ago.

So long as the Federal Government supported the C.P.R. in its claims to monopoly, so long was that great combination the hind and henchman of the Federal Government.

But now all is changed, and to-day the Government of Canada and the people of Canada owe nothing to the C.P.R. Its ever increasing through traffic, though it fills the coffers of the shareholders, does not contribute one iota to the country through which it passes.

As of old, with the Grand Trunk R.R., the whole people of Canada, and those

of the North-west in particular, are squeezed beyond the power of endurance by being made to pay in high freight rates for the losses incurred by competing with American lines in their own territory.

Expostulation is useless; the company have doubtless laid out a course of action as unchangeable as the laws of the Medes and Persians. The people then must seek relief for themselves, and that relief can only be brought about by the construction of the Manitoba and Hudson's Bay Railroad. As a matter of national importance the construction of this road is not second to even that of the C.P.R. itself. It is not, as some might think, merely for the benefit of the dwellers in the North-west, that this enterprise should be undertaken, but for the advancement of the whole country; and we may ever be sure that any national undertaking which builds up one portion of this Dominion, must by a reflex action conduce to the advance of the whole.

Of the advantages in reducing freight rates on goods when carried by water, over those conveyed by land transit, no better example can be found than in the Manchester ship canal, an enterprise which though it saved, compared with distances in this country, but a few miles, was yet thought of such importance that some millions of pounds sterling were freely invested in its construction.

By the reduction of land transit to the sea to one half the distance now to be travelled, a great problem is solved.

That this can be done there has not been a shadow of doubt for years past. The climate and other conditions prevailing in Hudson's Bay, and the straits communicating between that great mediterranean basin and the outer ocean, are also well known.

A careful survey of the line of route of the prospective road has revealed the fact that there are no engineering obstacles of speculative importance to be overcome.

It may, therefore, be said the greatest engineering efforts required will be those incurred in overcoming the political stumbling blocks which now stand in the way. The arguments its political detractors advance in opposition to the scheme might all be easily overthrown were there space available in your valuable journal to enumerate them; suffice it to say that when the route was first proposed, it was in boom days, and its promoters were too sanguine; nothing short of first-class steamships were spoken of; Nelson was to rival New York or Boston, to say nothing of Halifax, as the jumping off place for all passengers on their way between Europe and the Orient, via the Occident; with these were, of course, included the crews of Britain's war ships, and whole brigades of horse, foot and artillery engaged in her land service.

Some of the objections were, and perhaps yet are, "that the straits are open only four months in the year," "that floe ice, and fog would delay the entrance of steamers even at those seasons when the straits would be otherwise passable;" "that vessels would require to be built expressly for the traffic, so strengthened to resist the impact of floe ice that they would be useless for other routes, by reason of the fact that any such defence must detract from their speed in relative proportion to the amount of coal consumed;" "that the time in actual transit from port to port would be much greater than by the old route, and that days, consequently many dollars, representing interest on ships' cost, fuel and high wages would be lost without an equivalent gain."

The writer is willing to concede there is some truth in these statements, but that such truth is encrusted with a thick coating of exaggeration.

Archangel, Riga, Memel, and other high northern Russian ports are open only three months in the year. The Baltic Sea, the Gulf of Finland and Lavina are subject to all the perils of navigation which are claimed by their detractors to beset Hudson's Bay, and Strait, and yet for more than two centuries past have the ports above named carried on a regular and lucrative trade with England by means of ships sailing from the river Thames at certain seasons, and that without even intermission through all these years, save and except that which may have been caused by war.

It is but a few years back that Quebec was classed with the before mentioned ports, and its commercial traffic was confined to a spring and fall fleet sailing from and to Europe.

Now all this is changed so far as our Canadian ports are concerned, and the Gulf of St. Lawrence as well known to ship masters as the mouth of the Hudson river.