

## The Semi-Weekly Telegraph

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President and Manager.

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## These newspapers advocate:

## British connection

## Honesty in public life

## Measures for the material

## progress and moral advancement

## of our great Dominion

## No graft

## No deal

The Tiltle, Shorrock, Rose and Co.,  
The Maple Leaf for ever.Semi-Weekly Telegraph  
and The News

ST. JOHN, N. B., JULY 27, 1912.

## LOOKING AHEAD

Montreal is the chief protectionist centre of Canada. It is the headquarters of some of the more powerful "interests" which object to Mr. Borden's course in reducing the duty on cement even temporarily, and which expect that presently he will revise the tariff upward in certain particulars in order that the business patriots who defeated reciprocity may take toll after their victory. Therefore it is significant to find in the Montreal financial correspondence of the Boston Transcript an impartial review of conditions in which it is predicted that Mr. Borden will be compelled to revise the tariff, not upward, but downward in some particulars, in order to placate the increased feeling in Canada in favor of lower duties.

This observer says:

"The Saskatchewan elections were fought on the reciprocity question. Hon. Mr. Scott, the premier, deliberately made reciprocity his chief cry, and Hon. Robert Rogers, one of the leading members of the Borden Cabinet, took the principal part in directing the Conservatives. Scott and reciprocity triumphed decisively. In the old House the Liberals had twenty-seven seats out of forty-two. They gained five seats in the election, thus reducing the Conservative opposition to impotence. This election is taken as an indication that the Roblin Conservative government in Manitoba is in danger of an upset in the next election. If Roblin is defeated the three prairie provinces—Alberta, Saskatchewan and Manitoba—would be united for wider markets, and no government in the East could thwart their wishes."

"What is expected now is that the Borden government will endeavor to put through some tariff reductions; but if they try to do so they will have against them the Ontario manufacturers who put them in power. From the foregoing it appears that parties buying Canadian industrial stocks will be well advised to look very carefully at the question of how the earnings of these companies would be affected by cuts in the Canadian tariff."

This writer says that in financial circles in Montreal and Toronto the result of the contest in Saskatchewan is regarded as of the utmost importance, and that financiers in these cities, and in Winnipeg, are already studying the changes of condition of Canadian trusts and protected industries which are brought into the range of possibilities through the reciprocity victory in the Middle West. He asserts that while leading Conservative papers have been doing their utmost to persuade their readers that the elections of September 21 settled reciprocity for all time, those who were best acquainted with the temper and opinions of Western Canada have not taken such arguments at all seriously.

This Montreal correspondent is written by a man who has frequently shown that he is closely in touch with financial opinion in Montreal and Toronto, and it will be seen that he confidently expects that the agitation in favor of a lower tariff instead of a higher one is going to increase rather than diminish in Canada in the near future.

Nothing in sight can prevent a constantly increasing demand for the removal of the tariff from food and natural products generally. The Conservative machine in Manitoba has outlived its usefulness, and it is quite probable it should be overthrown in the next contest. Mr. Borden's period of office holding would be ended abruptly.

## C. P. R.'S MARVELOUS FIGURES

American newspapers which give thought to Canada's premier railway find in its growth and its present status cause for frank wonder and admiration. The Christian Science Monitor has been examining some recent C. P. R. statistics. It says of them:

Recently the Canadian Pacific Railway Company placed orders for rolling stock to the aggregate cost of \$10,000,000. These orders covered 12,500 freight cars and 300 locomotives, the former calling for \$14,000,000, the latter for \$5,000,000. In these plain terms, the statement is an important one, since it speaks eloquently for the continued and almost phenomenal development of the territory served by the transcontinental line in question. But it serves also to give the statistician an opportunity of presenting in his own peculiar and instructive way the meaning of this great transaction in a manner comprehensible to the average reader. The statement that 12,500 freight cars and 300 locomotives are to be added to the equipment of the Canadian Pacific Railway Company, like every other statement of similar character, taken in bulk is too big for mental storage, and after exciting some passing wonder, is dismissed. The statistician realizes this and proceeds to correct it.

He does it in figures, but in such a way that they soon become as interesting as romance. The length of a freight car, he tells us, is thirty-nine feet from buffer to buffer, it weighs 37,000 pounds and has a carrying capacity of 80,000 pounds. The length of the locomotives of the type ordered from pilot to tender-buffer is sixty-nine feet, and its weight when working is 175 tons. Each tender carries 5,000 gallons of water and thirteen tons of coal. Each locomotive is 15,000 horsepower and can haul on the level at least seventy-five cars, or an average of fifty cars over the entire system. "String these cars in one line," says the statistician, "and they would reach a distance of ninety-two miles, from Montreal more than half way to Quebec."

But this is not all. The 12,500 freight cars would make up 250 trains, and if they were to start from Montreal, say for Calgary, at intervals of one hour, running on a regular schedule of twenty miles an hour, ten days would elapse before the last train of the first and of the last train. Then we have this picture: "When the last train left Calgary, returning, there would be a grand procession from the Rockies to the Atlantic and 2,000 miles out on the depths—if it were possible to extend the rails on ocean—and that is two-thirds of the way to the old country."

The cars in this procession would each carry forty tons, so that their total capacity would be more than 500,000 tons, equal to cargoes for fifty vessels of the largest type, and the trains would have to be manned by an army of 21,250 strong. There are other statistics of an equally interesting and instructive nature woven into the story of the equipment purchase, and every figure they contain may be taken as a separate and distinct and crushing argument of the slander that mathematics are devoid of imagination. The truth is, they sometimes beat novelists all to pieces.

## DISAPPOINTED PROPHETS

The Lloyd-George budget that was to disorganize business and still fail to provide revenue enough to pay the enormous expenses of government has disappointed the prophets of disaster. The Conservative Ottawa Citizen, recalling some of the things the Unionist press said about Lloyd George's finance a year or two ago, examines the situation as it is today, concluding with this striking summary:

"The defenders of the House of Lords declared that the land-value tax of the famous Lloyd George budget, a trifling thing in itself, was but the beginning and that heavier and heavier burdens would be laid upon the landlords. And everybody knew that they were right. And the jubilant, hard-hitting land-value tax, declared they were certainly right, and that the fight against land monopoly was only just beginning. The prophecy so strongly made by both sides seems about to be fulfilled. But other prophecies have been completely falsified. The apologists of land-lordism predicted that the encroachments upon the so-called rights of the landlords would drive out capital, demoralize trade and empty the public exchequer. Against the prophecies stand the figures showing expansion of business and an almost unheard of surplus in the treasury over all expenditure. It is no wonder that the people of Great Britain, and especially the radicals supporting the present government, are strong for land reform."

It is perhaps worthy of remark that none of the rocks upon which the Asquith government was according to opposing newspapers—perfectly certain to be wrecked, turned out very formidable when the ship of state got up to them. A dozen acts of Mr. Lloyd George have in turn been described as bound to prove fatal to him and the administration. But both are thriving, and likely to thrive.

## MR. CHURCHILL'S SPEECH

There are sentences in Mr. Churchill's speech on the naval situation well calculated to remind the people of the Empire at large how serious this question has become, and how essential it is that in liberating upon it every effort shall be made in Britain, and in Greater Britain, to subordinate all other questions to that of national security.

Mr. Churchill's deliverance may be considered as two-fold, the first part having to do with the question of maintaining Britain's supremacy at sea notwithstanding the terrific price that must be paid in order to do so, and the second part having reference to the position and intention of Canada in relation to the common defence of the Empire. A recent and somewhat startling expansion of the German naval programme has rendered necessary a marked enlargement of the British plans covering the next five years, for building battleships, cruisers, and submarines.

Mr. Churchill makes it exceedingly clear

that Britain will meet the new challenge so promptly and so vigorously that all the world—even Germany—will instantly recognize the folly of attempting to overcome Britain's lead in sea power by means of more rapid construction than she can undertake. The situation with respect to Germany has reached a stage where Mr. Churchill finds it necessary to speak with very great directness in regard to what is being done, and, fortunately, not only the people of the United Kingdom but those of the outlying Dominions will give a strong and united assent to the programme which the British government announces so clearly and so firmly through the First Lord of the Admiralty.

In the North Sea, and in the Mediterranean as well, Great Britain will preserve a wide margin of naval superiority, and, generally speaking, she will continue to have within striking distance of any danger point a force so great as to deny the ambition of any other naval power to matter how arrogant or how mad that ambition may be.

In order to follow out this policy, the necessity for which has been thrust upon a people devoted to peace and to justice, those who live under the Union Jack will pay heavily, primarily in treasure, in self-sacrifice, and in diversion from the pursuits of commerce, and perhaps finally in blood as well as in gold. For the present at least the sacrifice must be made, for this is a form of insurance vitally necessary to the national security, not to mention the national honor and the determination of the race to maintain its primacy among the world's peoples.

So far, then, these are not matters of politics in the narrower sense, but issues having to do with the very life of the Empire itself. And while we shall hear some conflicting voices, due to domestic political considerations, to misconceptions of the situation, or to the exaggerations of the extremists who desire war or of those other extremists who demand disarmament when foreign swords are rattling in their scabbards, with respect to the main question the people of the Empire will be substantially and fervently in accord.

Canada under Sir Wilfrid Laurier had set about the construction of a navy which would have supplemented the Imperial force in time of war, and which, although it was to have been kept within the control of the Canadian people in the premises, since they were paying for it, we all know would have been placed ungrudgingly under Admiralty control in the hour of trouble, peace or imminent war. Now it is Mr. Borden's turn. We do not yet know what he and his colleagues are going to do. They have been at Westminster and have been told what the situation is. Mr. Churchill speaks somewhat guardedly of the statements they have made to the British cabinet. He says:

"Mr. Borden and his colleagues authorized me to say that they shared this view and that any special action which the immediate future may require of them will not be delayed. Pending the settlement of a permanent naval arrangement they wish that the aid of Canada shall be an addition to the existing British programme, directly strengthening the naval forces of the Empire and affording a margin available for its security. They tell me that the action of the Dominion will not be unworthy of the dignity and power of Canada."

Now that I am not entitled to say, the decision of the Canadian government will not be announced until the ministers have returned to Canada. Meanwhile I would suggest that the less the question is speculated upon the greater the public convenience will be."

We are to understand, then, that Mr. Borden, after he has returned to Canada and has consulted the other members of his cabinet, will make for his government some announcement, apparently a two-fold one, dealing with what may be described as an emergency policy, and also with some permanent form of Canadian assistance in defending the Empire at sea. Most Canadians we believe, will hope that the question of Imperial defence may be raised above the lower levels of domestic politics, and that, whatever form the Canadian policy may take, it shall be one giving telling effect to the general Canadian desire to strengthen the Empire's power on the high seas by such assistance as might properly be forthcoming from a member of the British family so prosperous and potentially so wealthy and so powerful as this Dominion.

## THE PORTS

Quebec is securing a large slice of the passenger and freight traffic which formerly went to Montreal, and St. John should be much interested in the situation of the two ports, and the change that has taken place in favor of Quebec, because later on St. John may acquire in the summer time a considerable portion of the freight which now goes to St. Lawrence.

When the C. P. R. decided not to send its Express steamers past Quebec, Montreal felt the loss keenly. The river between the two cities has just been dredged to a depth of thirty feet, but this is not sufficient, and it is to be dredged to a depth of thirty-five feet. This will take a long time, and now the Allan line has made public its decision that the new steamers which it is having built will draw too much water to permit them to go to Montreal. They will make Quebec their summer terminal.

It is estimated that fifteen or twenty years will be required to dredge the channel to a depth of thirty-five feet between Quebec and Montreal, and by that time vessels of increased size will probably be demanding a channel forty feet deep. Already Montreal has lost to Quebec five of the largest steamers which come to the St. Lawrence. The work of deepening the upper channel to thirty feet was begun in 1888, and it was not finished until this year—a period of twenty-four years. If the next increase in depth occupies twenty years, Montreal is likely definitely to have lost the big steamers. The Grand Trunk Pacific, which will have a fleet of its own, will have a terminus at Quebec and another at St. John. Quebec's season is longer than that of Montreal, but St. John's season covers 365 days in the year.

As the trans-Atlantic fleets grow there probably will be less inclination to shift from one port to another, spring and fall. There will be ample deep water facilities here, and upon the completion of the Grand Trunk Pacific there will be a railway of very low gradients and very easy curves to carry freight and passengers to and from this port. Of necessity the traffic will come here in the winter, and as time passes and the facilities here are expanded St. John's summer traffic should increase largely in volume.

## SCOTCH FARMERS FOR CANADA

Ontario has a plan to settle thrifty Scotch farmers on some of its many vacant farms. New Brunswick has many vacant farms, but its plans for having them occupied by native sons or by newcomers who know how to farm are as yet very indefinite. The Toronto Globe tells something of the Ontario project.

"Those residents of the county of Bruce who are taking steps to secure an immigration of Scotch farmers to fill up vacancies in their locality are engaged in a laudable enterprise. Bruce has been subjected to a very exceptional drain for the advantage of the West, so that an unusually large proportion of young and adventurous men have been drafted away to assist in laying foundations by forming settlements in the prairie provinces. The service thus rendered to the whole Dominion has been great, but it has been secured at too heavy a sacrifice of the home county. The quality of agriculture has fallen off because of the scarcity of labor, and there has been a consequent reduction in the value of farm lands."

The project above mentioned is to be carried out by collecting intelligence regarding land available for purchase by old country farmers and publishing the facts, intending, guarding or increasing the loyalty of the people of the Dominion. We have had some experience with visitors of this sort in Eastern Canada, and now the Victoria Colonist tells of a visit two weeks made to British Columbia. The Colonist says:

"We had a visit not long ago from two English newspaper free lances. Their business was writing, and they wrote whatever was required of them. Both of them were on the same mission—we shall not name them, although if we did thousands of people would recognize them. Each of them had the impertinence to tell the Colonist that they had come out here to see what could be done to keep Canadian lands, and both of them were told that they were impudent fellows. Lord Milner came here a year or so ago on a tour of observation. He had altogether too much sense to endeavor to instruct the people of the Dominion in patriotism or anything else, yet when he got home an absurd newspaper writer wrote of him as 'returning after a tour devoted to stimulating the wavering loyalty of the Canadian people.'"

The Colonist cites an incident in the history of New Brunswick as one of many indications that the loyalty of this country ought to be regarded as beyond question. "Nearly half a century has passed," it says, "since the speaker of the legislature of New Brunswick read to the House a despatch stating that the British mail steamer Trent had been seized upon the high seas and that war was imminent. Thereupon the leader of the government arose and after asking a suspension of the rules, moved that a humble address be presented to Her Majesty informing her that all the revenues of the province were at her disposal, if war could not be avoided. The leader of the opposition seconded the motion, which was carried unanimously. There were no speeches, no demonstration. It was a simple act of duty, done as a matter of course."

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have prevailed during the first half of the year in Great Britain, foreign trade has made some substantial advances. Reckoned by values, the totals are greater than those of the same period of last year, not only in the case of imports and re-exports, but for exports of domestic produce and manufactures as well. It is true that while imports have risen by nearly \$100,000,000 and re-exports by nearly \$15,000,000, the exports of British produce and manufactures are only a little over \$8,000,000 higher than for the corresponding period of last year. This slow relative growth in export values compared with imports is held to indicate that there has been a slackening in the expansion of British investments abroad. Taking the staple exports of British manufactures, there appears to have been a decline of \$8,000,000 in the value of cotton yarns and fabrics sent abroad. But this is to a large extent nominal, since it is altogether a question of a lower price and not of reduced quantity. The total value of this class of exports is certainly sufficiently impressive, being already \$294,000,000 for the six months. There has also been a slight decrease in the export of iron and steel and their manufactures, but the total for the six months appears to be \$185,000,000, which is fully 50 per cent. over the figures of our own exports of similar products. Considering that the figures for the half-year indicate a total foreign trade for 1912 amounting to some \$5,800,000,000, it is hardly pretended that Great Britain has anything to learn from the Foster school of economists unless to turn a deaf ear to their precepts."

## VISITORS WHO PRESUME

Canada is becoming a bit weary of gentlemen from other parts of the Empire who harp upon the necessity for proving, testing, guarding or increasing the loyalty of the people of the Dominion. We have had some experience with visitors of this sort in Eastern Canada, and now the Victoria Colonist tells of a visit two weeks made to British Columbia. The Colonist says:

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