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Borden's Naval Policy.

The grand banquet tendered Premier Borden in Montreal on Saturday evening last was very largely attended. Hundreds of prominent Conservatives, and many Liberals were present. Several members of the Cabinet, as well as leaders from other Provinces were there to do honor to the Premier on his return from Great Britain, and to celebrate the victory of his party a year ago that day. In proposing the toast to the Premier, Mr. L. T. Marcell, among other things, said the banquet "was not to celebrate the defeat of the Liberals, but to commemorate the triumph of the national policy and to celebrate the announced determination of the Canadian people to retain and keep the safeguard of the commercial and fiscal autonomy of the country."

When Rt. Hon. R. L. Borden rose to speak he was greeted with deafening applause which compelled him to remain bowing and smiling for upwards of ten minutes before he even attempted to speak. After thanking those present for the reception tendered him he said: "When we came to power, the friends of the Liberal party made the prophecy that we would not carry on the government of the country for more than six months. However, we have taken the liberty of extending that time. We inherited from the previous government a considerable number of difficult and delicate questions. I am not going to enter fully upon these tonight; when I do it will be in more detail than is possible at such a gathering as this. But having to take these matters up we dealt with them as seemed right according to our consciences, and according to the constitution of the country. And further, I do not believe any government in Canada at its first session ever put forward so much practical and reasonable legislation in the public welfare of Canada as those measures we proposed last session."

Mr. Borden then spoke of his visit to England and declared: "I told the people of Great Britain that we in Canada had sharply distinguished between two questions. First, that of grave conditions confronting the Empire which might demand certain consideration and certain action at our hands, while the other was the more complex and difficult, the question of permanent co-operation in the defence of the Empire which would be brought about in that regard. I ventured to tell the people of the Mother Country that if I understood the spirit of the Canadian people aright, Canada did not propose to be an adjunct even of the British Empire. And speaking at a great many places, before parliamentarians, before the Royal Colonial Institute, before the London Chamber of Commerce, and before an audience of 5,000 people at Glasgow, no statement that I made was more warmly received or more enthusiastically applauded than the statement that with co-operation in Imperial defence must also come a certain voice for Canada in settling the issues of peace and war."

Referring to the Naval question, Premier Borden said that definite and detailed information regarding the naval situation, which had been

asked for from the Imperial government would be in his hands by the end of the present week, and that this information would be at once submitted to the cabinet and a plan of action in connection with the navy question drawn up, which plan would be submitted immediately to the Canadian Parliament, which will be called together in November. We trust our Liberal friends, who have been clamoring for the Prime Minister's Naval policy, will be satisfied with this declaration and possess their souls in patience until Parliament meets.

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 other parts of it. These pathways of the sea should be policed by warships in order that trade should not suffer. Canada was now strong and, having taken as 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 Eagle Hills 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 stirring 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 Quebec Nationalists, or some of the sitters on 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 accusing other big interests than farming of "noisy" 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 he doesn'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 palsied 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 untingered 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, he may look with even greater confidence to see Canadians 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.—St. John Standard.

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Facing Both Ways.

An instructive example of the fact that Sir Wilfrid Laurier is still showing wonderful proficiency in facing both ways and that the naval bill of fare for Quebec is not intended for consumption in Ontario is given by the London Free Press by comparison of a statement by Hon. William Lyon Mackenzie King with a speech delivered by Sir Wilfrid Laurier in Quebec on the same date.

Mr. King in an interview has been declaring that reaction has followed Mr. Borden's visit to England because the Canadian Premier did not furnish "deeds" instead of "words." "Already," he says, "there is a marked feeling of disappointment in England that deeds have not more quickly emphasized Conservative oratory in Canada."

That is to say, the British public feel keenly that Mr. Borden did not leave behind him a Dreadnought or two by way of a preliminary token of the good purposes of Canada. And yet Mr. King, his newspaper supporters and political friends are telling the country that there is no hurry in going to the aid of Great Britain; that there is no menace, that Sir Wilfrid Laurier's policy was good enough for Canada.

Sir Wilfrid himself was speaking in Quebec on the day of Mr. King's interview to an audience of compatriots and in the course of his speech is reported in his party press as having said:

Those friends who voted against us for fear of the marine will regret it, for they are going to find that they were jumping from the frying pan into the fire.

In other words, those who voted against Laurier because he inaugurated a tin-pot navy plan will find that Sir Wilfrid's opponents are going to build a real navy. Sir Wilfrid gave them only the frying pan. Mr. Borden is going to give them the fire.

So we have on the same day Mr. King giving out an interview that the British public are experiencing "a marked feeling of disappointment" because the Canadian Government have not more rapidly proceeded with the provision of advanced naval plans for assistance to the Motherland, while Sir Wilfrid Laurier is telling his French Canadian hearers that Mr. Borden is going farther in the provision of naval assistance than he had gone or intended to go.

The explanation is that the King interview is intended for consumption in Ontario and the Laurier speech is made in Quebec. Sir Wilfrid is displaying his forces to the stirring up of antagonism to the Borden Government wherever he may and upon whatever pretext. He makes long pretence of certain high-minded ideals and he continues the greatest opportunist that Canadian politics has known. Happily it is not easy these days for party leaders to face both ways. What Sir Wilfrid is saying in Quebec to influence his fellow countrymen against the Government will react upon him elsewhere.—St. John Standard.

Railroads Planning Extension.

Calgary, Sept. 20.—A local paper says: "Canadians will wake up some morning in the near future with the news of two of the greatest railroad alliances that have ever been formed and one of these alliances will make the Canadian Pacific Railroad the strongest in the world, according to rumors now floating around in railroad circles."

Behind the rumors is a story of the invasion of Canada by American roads and the story going around is that the Great Northern road, already into Portage La Prairie and Brandon and heading for Regina contemplates coming through Manitoba and Saskatchewan, heading up with the Grand Trunk Pacific and at the same time coming from the Montana boundary line into Alberta and meeting with the G. T. P. in this province, practically net-working Western Canada with branch roads and trunk lines.

To offset this the Canadian Pacific and the Chicago, Milwaukee and St. Paul roads are contemplating an alliance, and although it will not be an amalgamation, they will work together and invade the Jim Hill territory in the United States, part of which is already invaded by the C. M. and St. Paul, together making the strongest combination in the world.

The heads of all the big roads of the American continent realize that Western Canada is to be the big railroad field of the future and these amalgamations being formed are the result of this realization.



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