

The Standard

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ST. JOHN, N. B., MONDAY, JANUARY 26, 1913.

THE ENCOURAGEMENT OF AGRICULTURE.

No more important duty devolves upon the Government of the Dominion than the encouragement of agriculture. While Leader of the Opposition Mr. Borden realized this fact to the full. On August 14th, 1911, prior to the general election, he made a promise to the Canadian people that if charged with the Government he would provide for "the granting of liberal assistance to the provinces for the purpose of supplementing and extending the work of agricultural education and the improvement of agriculture." That promise is fulfilled in the terms of the bill introduced into the House of Commons on Friday last by Mr. Burrell, the Minister of Agriculture. The bill provides that \$10,000,000 shall be paid out of the consolidated revenue fund during the next ten years, beginning with the year ending March 31st, 1914, "for the purpose of aiding and advancing the farming industry by instructing in agriculture, including the work carried on by veterinary colleges." By this measure, as Mr. Burrell stated at the close of his speech, the Government are providing funds for effective and lasting development along right lines of the Dominion's greatest national asset. It is satisfactory to note that Mr. Burrell's announcement was received with cheers from all parts of the House.

The appropriation, it is worth noting, will be in addition to the regular agricultural estimates, which are being increased this year. The Government have also adopted the wise course of making a gradual increase in this new annual grant. In the first year \$700,000 will be allotted between the Provinces and this amount will be increased by \$100,000 annually until 1917 and from then on until 1922 the sum of \$1,100,000 will be provided yearly. By this method the gradual expansion and growing equipment of the provincial organizations will be met more helpfully than by starting at the million dollar mark.

The principle of division is on the basis of population with two well defined modifications. In the first case this principle is varied by granting \$20,000 to each Province regardless of population. By this means those Provinces whose rural population is of large proportions, whose resources of revenue are limited and whose agricultural development needs greater stimulation will particularly benefit. In the second case \$20,000 a year will be divided among such veterinary colleges as attain the required standard. These colleges are national in scope and are attended by students from all parts of the Dominion.

The remainder of the yearly grant will be divided on the basis of population. The total share of the Maritime Provinces this year will be \$125,226, divided as follows: New Brunswick, \$44,509; Nova Scotia, \$54,283; Prince Edward Island, \$26,434. The grant to New Brunswick will be increased until 1917 by the addition of \$4,902 each year; to Nova Scotia by the addition of \$6,558 and to Prince Edward Island by the addition of \$1,306. From 1917 to 1922 New Brunswick will receive annually \$64,117, Nova Scotia \$81,719 and Prince Edward Island \$31,753. If in any year a Province is unable to use the whole of its grant the remainder will not be lost but will be held for future use. The Government are also prepared to assist the Provinces in formulating educational schemes.

It will be clearly recognized that this measure is an earnest of the Government's intention to encourage educational work in agriculture in all the Provinces on broad and practical lines. Mr. Burrell emphasized the fact that the particular form which aid might take would vary with the special needs and conditions of each Province. It will embrace the increasing of the efficiency and equipment of agricultural colleges, the establishment of agricultural schools, of dairying and horticultural schools, and short courses in agriculture. The teaching of agriculture in public schools will be initiated by travelling or located qualified instructors. Assistance may also include educational work by means of demonstration trains, the training of teachers in nature study and the invaluable work of domestic science for the women and girls of the communities.

The bill is the result of long and careful enquiry and its far reaching provisions will apply to every section of the Dominion. It will be recalled that about a year ago Mr. C. C. James, the Deputy Minister of Agriculture in Ontario, and one of Canada's greatest authorities on agriculture, was appointed to investigate the problem of working out a system of co-operation between the Federal and Provincial Governments and to find out in what way the Dominion Government could best advance the agricultural interests of the country. Mr. James visited each of the Provinces and the present bill is based on his recommendations. That it will meet with general approval is beyond question. It provides a practical demonstration of another pre-election pledge redeemed and that the Government are prepared to foster and encourage to the fullest extent the chief industry of the country.

PANAMA TOLLS.

The reply of Mr. Knox, Secretary of State in Mr. Tait's Cabinet, to the protest of the British Government in the matter of the Panama tolls, is quite in keeping with his reputation as an excellent and resourceful lawyer, but is by no means satisfying as a direct answer to the well founded protest that the canal bill exempts United States coastwise shipping from any payment. The New York Sun, which is and always has been a staunch supporter of the terms of the Hay-Pauncefote treaty, takes this view and regards Mr. Knox's policy as strategic rather than directly controversial upon the main question. On this point the Sun is well worth quoting. In support of its argument against the position taken by Mr. Knox a case is recalled in which Canada was directly concerned. It says:

"Secretary Knox makes the technical point that the treaty, if violated at all, would not be violated by the mere act of Congress providing for the exemption of our coastwise vessels but by the actual imposition of unequal tolls under the President's proclamation of rates. He hopes that an inquiry into the basis of the rates fixed by the President may convince Great Britain that there is no inequality, inasmuch as canal expenses were so calculated as to include the exempted traffic and thus charged against us proportionately in the form of expenditures for maintenance and interest; the practical result being that our Government will pay the tolls that are normally waived in the case of American coastwise vessels in the form of a subsidy which our Congress has the right to grant.

"On the other side of the Atlantic, and particularly by the United States, it will probably not be forgotten that when Canada undertook to discriminate

against the American coastwise traffic by means of a heavy subsidy rebate to her own coastwise vessels using the Canadian canals we treated the proceeding as a contravention of the engagement in the Alabama claims treaty of 1871, which provided for the use of these Canadian canals along the Great Lake waterway on equal terms by the citizens of the two countries. President Cleveland then protested vigorously against the inequality; and upon our representations Canada retired from the position she had taken and rescinded the differential rates. The direct bearing of this incident upon the present controversy was made clear in Senator Root's masterly speech in the Senate on Tuesday. It is another case of whose ox is gored, and no candid person can fail to be impressed by the Senator's candid remarks."

Summing up in conclusion the Sun justly points out that there is a higher law of international relations than that which gives substance to Mr. Knox's able note to the British Foreign Office. It is the law of good faith and honor. "We hope," adds the Sun, "that long before any joint commission has audited the mathematical computations on which the canal tolls are based the entire subject may be rendered academic by the most honorable and in the long run the most profitable course open to this country, the repeal of the exemption clause."

THE BRITISH NAVAL PROGRAMME.

A discussion arose recently in England with reference to the number of building berths now available or shortly to be available in the United Kingdom for the construction of "capital ships," and the intentions of Mr. Winston Churchill. From authoritative information in the British press it is satisfactory to note that while it is probable that at no previous time have private shipbuilding yards in the Old Country been so busy yet their resources are by no means exhausted.

There are eight large private shipbuilding yards in the Mother Country and each of these could put down a ship this year. It is also the practice of the Admiralty to lay down one ship at Portsmouth and another at Devonport. There are, therefore, places for ten super-Dreadnoughts. Mr. Churchill has already announced that the Admiralty will provide for five ships, Canada will contribute three and the Federated Malay States will give one, making nine. The number will not overtax the country's shipbuilding capacity.

An interesting point is raised by one naval writer on the length of time that it takes to complete a super-Dreadnought. The minimum time is now two years. He points out that today shipbuilding for the navy is not a matter merely, nor chiefly, of putting together keels, transverse frames, longitudinal and plates. It is an affair much more of guns, gun-mountings, armor and engines. Delays in shipbuilding for foreign navies, especially in France and Italy, he says, have been largely due to want of foresight in providing for these vital parts of the ships in due time, but the British Admiralty cannot be reproached for failure in a matter of this kind. Armor and ordnance have not such a wide basis of resources as shipbuilding, but the basis is sufficient if ship designs are prepared early and orders are given before the actual work of shipbuilding begins.

It is stated by some authorities that the Admiralty will lay down six capital ships in the coming financial year instead of the five that are in the present programme, and reasons are advanced which give credence to the statement. Other features of the coming naval estimates in Great Britain are forecast with reasonable certainty. That there will be a large increase in the number of men is well known. The usual number of armored cruisers and the customary twenty destroyers are expected unless a further development should take place in the building of powerful submarines. It is regarded as certain that sooner or later the submarine will displace the existing type of destroyer. A considerable provision for the increase and expansion of the naval air service is anticipated.

Current Comment

Col. Hughes, Statesman.
(Montreal Witness.)

Colonel Hughes, of the War Department, has showed the instincts of a statesman in summoning the women into council in studying the interests of our military camps. He could not have done a greater thing for his Government. And the liquor trade could not have done a more bungling thing than to mobilize against the women. Impudence could not go further than to assume, as those who sent the despatch to the Minister must have assumed, that the country, in inquiring what was best for its young men in camp, would take their interests into consideration. Their profits, forsooth, out of the pockets of our young soldiers were to count with the people against the well-being of their boys.

It Was a Glorious Victory.
(Austin, Texas, Observer.)

With victory written on its banner the incomparable Handel Society, seventy strong, under the flaming sceptre of Miss Belle Freeman, again invaded the sainted realm of harmony and planted their royal emblem on parapets of glory hitherto unattained in music-loving Austin. The imperishable masterpiece of Handel, "The Messiah," charmed and fascinated the most magnificent gathering that perhaps ever assembled in the sacred edifice of the First Baptist church.

Wayfaring Worse than War
(Montreal Herald.)

About eight hundred shells were exchanged between Greek and Turkish battleships in the recent naval engagement. The total list of casualties so far reported was one Greek sailor wounded and one Turkish ship with a captain starboard. Going to war in the East is safer than crossing a busy street corner in Montreal.

The Dear Loaf.
(Montreal Gazette.)

The price of bread has been raised a cent a loaf in Toronto, due to the increased cost of making, selling and delivery. The consumers will probably grumble and pay. The art of domestic bread-baking has been largely lost, which may, in part, be what enables the commercial bakers to charge so much for their work.

The Greatest Appeal.
(Victoria Colonist.)

There is a cry in Vancouver that working girls are not paid a living wage. If this is true, it ought not to be, neither ought it to be true of Victoria, if it is true here. Of all reforms which cry for attention all the world over, that of a living wage for working girls is one that ought to appeal most closely to our hearts.

Quite Immaterial.
(Toronto Mail and Empire.)

Mr. Fielding writes another letter to London newspapers, wherein he says that he cannot see what was wrong with the Reciprocity Pact. As the Canadian people were quick enough to see what was wrong with it, it is immaterial whether he gets his eyes opened or not.

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(Detroit Free Press.)

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