

and to-day, under the patriotic eye of Colonel M. N. Ross, who directs the works of construction and ornamentation, Canadian beauty is reflected from Vimy Ridge.

The Canadian Commission made a wise choice in selecting Hon. Mr. Lemieux, who, in addition to his merits, well known in England and France, shares the glory of having given to the cause of Christian civilization his only son, whose remains now lie among those of the 50,000 Canadian martyrs in the land of France.

The hero of the Battle of Vimy is His Excellency the Governor General of Canada, now Lord Byng. It was my agreeable duty last year to express to him the devotion and esteem felt towards him by the Acadian soldiers who fought under his command. To-day I may say to His Excellency that since his coming to Canada the better they know him the more they admire him.

The Speech from the Throne mentions an inquiry into the transportation of grain on the Great Lakes. The complaint is made that the navigation companies form a trust which is exploiting the public for its own gain. It is claimed in the Prairie Provinces that the benefit of the reduction of railway freight rates on grain, granted last Session, has been offset by the increase in transportation rates on the Lakes. The decision of the right honourable the Prime Minister to have a commission of inquiry on this question has received the approval of the farmers' co-operative organizations of the Prairie Provinces.

It is to be hoped that this investigation may have the effect of increasing patriotism among Canadian shippers and inducing them to use Canadian in preference to foreign ports; that they may also recognize the seriousness of the handicap they have imposed on the Western farmers by yielding to the deceptive smiles of foreign ports instead of being attracted by the smiling ports of Quebec, St. John, and Halifax, formed by the hand of the Supreme Being for the benefit not only of the Maritime Provinces, but of the whole of Canada.

An item in the Speech from the Throne calls the attention of Parliament to the Bank Act. Our banking system has always been considered one of the best systems established, superior to that of the United States. The only shortcoming has been the failure of directors to take the precaution to examine personally the reports of their auditors before attaching their signatures. Too much confidence in subordinates has been the chief cause of the misfortunes of some of our Cana-

dian banks—indeed, it is more correct to say the only cause. Parliament should make presidents and directors responsible for any report which they sign. A more substantial guarantee should be exacted for loans to traders, contractors, and promoters.

It is true that at present there is a strong movement, especially among the farmers, for the establishment of national banks. I admit the many needs of the day, but the example of the State Banks in the United States, particularly in the past year, should put the Canadian people on their guard and cause them to give serious consideration to any such project before carrying it into effect. The example of North Dakota especially should give us pause.

The Speech from the Throne announces the removal of the embargo on Canadian cattle. The British Government, yielding to the constant representations of Canadian Governments, has decided to remove the embargo against Canadian cattle which has existed for nearly thirty years, and, by an arrangement entered into between the British Government and the members of the Canadian Government, the law regarding the disposition of imported animals has been changed. The whole of Canada, particularly the West, has suffered enormously by the embargo, which practically closed the English market to our livestock breeders. This disability was followed recently by a similar measure on the part of the United States Government by the putting into operation of the Fordney Bill, which by means of a prohibitive tariff closed the American markets. Our Western farmers have suffered considerable loss, and likewise our railways, who in consequence of this Act have been deprived of a great deal of traffic. This prohibitive law of Great Britain had an injurious effect on Canadian products in European markets. We may now expect a new impetus in this branch of industry.

The Speech from the Throne mentions the consolidation of our railway lines. The condition of Canadian railways has recently been the subject not only of uneasiness, but also of embarrassment. The numerous causes of this state of affairs I will not mention. The war, I may say, was one cause. It is the duty of all Canadians to second by their efforts and goodwill the endeavours of the Board which has just been appointed, with Sir Henry Thornton at its head. Sir Henry Thornton comes with a splendid reputation from a high sphere of activity, and deserves to receive from the Parliament and the people of Canada all possible assistance to enable him to