

four Dominions, Canada, Australia, New Zealand and South Africa; and if she realised that a war with Great Britain would mean a loss of these commercial advantages, she would be more inclined to hesitate before declaring war. The point may not bear much investigation, but it is certainly of some importance. Canon Henson, in his address to the Canadian Club of Winnipeg last week, pointed out that the trading classes of the civilised world are never likely to throw their influence with the scale of conflict. It follows, therefore, from this statement, that a considerable number of commercial treaties between Europe and the British Dominions would be obstacles in the way of an European country declaring war on Great Britain. Commerce creates jealousies, but it also creates mutual interests, and the latter would seem to be greater than the former. As the colonial markets develop, they will be a contribution to British defence of considerable moment.

AMERICAN coal companies are making headway in their sales along the St. Lawrence and the present strike at the Dominion Coal Company's mines must necessarily enlarge that trade. This is a situation which Nova Scotia cannot view with any particular pride. One-seventh of the annual value of Nova Scotia's products comes from her coal mines, and the St. Lawrence trade in coal is most valuable. In 1908, Nova Scotia sold 1,758,990 tons of coal on the St. Lawrence. A prolongation of the strike, occurring as it does, in the height of the shipping season, might mean a cutting of this trade in two.

IT is only recently that American bituminous coal began to find a market in the St. Lawrence. In 1906, the shipments by water amounted to only 39,800 tons. In 1907 this grew to 105,723, and in 1908 to 195,927 tons. This year there will be considerable increase. In addition to these water shipments, large quantities of American coal come in by rail, and the grand total of water and rail importations is said to have reached 1,295,000 tons in 1908.

Indeed, this American aggression in the St. Lawrence district has become so active that Mr. D. D. McKenzie, M.P. for North Cape Breton, stated in a speech in the House of Commons last March that

the miners of Nova Scotia had not had continuous employment last winter because of it. According to his summary of the situation, the trade was then in an unsatisfactory condition. This present ruinous strike must have a further injurious effect and must, if prolonged, seriously affect Nova Scotia's prosperity.

OF course, there is a measure of reciprocity in coal between the United States and Canada. The duty on coal going into the United States was reduced from \$1.25 in 1867, to 75 cents in 1882 and to 67 cents in 1897. Nevertheless, because of our own carelessness or because of keen competition, the sales of Nova Scotia coal to the United States have fallen from nearly a million tons in 1903 to less than half a million in 1908.

With the United States taking twelve per cent. and Quebec taking thirty-four per cent. of the product of the Nova Scotia mines, it is quite evident that the St. Lawrence trade is of supreme importance to Nova Scotia. In the light of these facts, it is not difficult to see why the Dominion Coal Company and the Nova Scotia authorities should be extremely worried over the present situation. A United States union comes in and causes a disastrous strike in a region which needs peace to enable it to successfully compete with its United States competitors. It is not necessary to charge that the U. M. W. A. is deliberately trying to ruin Nova Scotia coal trade in order to benefit the United States coal operators. If the effect is as stated, the intention does not signify.

MR. WILLIAM MACKENZIE, president of the Canadian Northern Railway, announces that he has completed financial arrangements for the new line from Niagara to Ottawa via Toronto. When the Canadian Pacific built its Montreal-Toronto line the people of Ontario thought it would either be unprofitable or would injure the Grand Trunk. They were wrong, and now they are willing to admit that a third line across Ontario will find a paying traffic.

The route from Toronto to Niagara will be over the Electrical Development right-of-way, and the remainder of the route to Ottawa was surveyed some time ago. Ontario will now be able to say "How do!" to the West, which has been getting most of the railway building.

## FRENCH-CANADIANS AND IMPERIALISM

Editor Canadian Courier:

SIR,—A truly Canadian journal is one that seeks to be the mouthpiece of all sections of our population. Your policy in publishing expressions of opinion on pertinent questions by representative members of the two great races that make up the citizenship of this country is, therefore, highly commendable.

I was much struck and pleased with the broad and tolerant spirit of the contribution in your last week's issue by one of French Canada's representative citizens in the person of Mr. L. J. Tarte, of this city. As one who has been privileged to associate with our fellow-citizens of French extraction, which association has extended to all classes, I share his regret that their loyalty to British interests and Imperialism has been made a matter for discussion. Our French-Canadian brethren are loyal to the core; but that is no reason for denying them the right to express an opinion when some question of vital interest to this country, and which will affect its future is being discussed. Although some may differ as to the utility of Canada contributing towards the building of Dreadnoughts, it does not follow by implication that on this account their loyalty or attachment to British institutions is to be doubted. Let it be said to their distinct advantage that they are lovers of peace. Enjoying as they do, the utmost liberty of commerce and conscience, they recognise what a hindrance to racial mutuality and general welfare is the thinking and talking of war. Yet events have shown that when the Motherland was in need of help, more than one British subject of French extraction laid down his life for the Empire.

I am thoroughly in sympathy with Mr. Tarte, when he says: "If our English-speaking fellow-citizens took pains to learn a little more about us, they would soon perceive how utterly devoid of foundation is the legend that has been circulated so long." It cannot be denied, that the English-speaking element of our population is not as conversant with French-Canadian ideals and thought as neighbourly proximity demands. There should be a more lively co-operation in the common labour of our country and larger social intercourse. Everything possible should be done to promote that spirit

of racial reciprocity and intercourse that is productive of so much good. While it is true that cheap politicians and demagogues do occasionally and as a matter of political expediency appeal to racial and religious prejudices, their influence is by no means lasting. Our shrewd French-Canadian population recognise that Canada is the common country of Canadians of French and English extraction. The mingling of the two races should be encouraged. The Gallic temperament is the ideal complement of the Saxon. The French-Canadian is warm-hearted, hospitable and an intensely social member of the human family. He is considerably less prejudiced than those of other nationalities, but his good qualities are not generally known. He is also intensely democratic, and I can personally testify to the spirit of healthy democracy that is constantly inculcated by the scholarly professors in the faculties of that great French-Canadian institution of learning—Laval University. There are no greater admirers of our constitutional form of government, based as it is upon that of Britain, than the inhabitants of old Quebec.

One thing must not be overlooked, and that is, that the French-Canadian is the safe and sane element of our population from a political standpoint. The great majority in this Province are engaged in farming. Frugal and industrious, and endowed with that spirit of independence that springs from contact with nature, they do not so quickly succumb to the appeals to class and the passions of envy and avarice that characterise a certain proportion of their fellow citizens of other races and faiths living in the large cities of the several other provinces. That they possess all the qualities that go to make the highest type of citizen, is abundantly proven. They can lay claim to having produced more than one great statesman. The Bar of the Province, composed as it is mainly of the culture and intellect of French Canada, is without a rival on this Continent, for both learning and dignity. Their family life leaves nothing to be desired, and the great ambition of the average country paterfamilias is to have one or more of his sons a member of the learned professions.

Furthermore, they are in a sense more progressive than their English neighbours. The latter do not show the same inclination for acquiring a

knowledge of the French language which the former do in picking up English. Though the language spoken by the majority is French, the student body of Laval University are far more proficient in the use of English than the same element attending the English institution of learning. The same holds good in Montreal and other large centres of population in the Province, of both the merchant and working classes. So that if the saying holds good that "one is as many times a man as the number of languages he speaks," we must admit that our French-Canadian fellow citizens are our superiors in this regard. Their political leaders are also very generous in recognising merit, irrespective of racial origin and denomination. They appreciate and reward loyalty and good services. In this Province, the most trusted adviser of Sir Lomer Gouin, and his right-hand man, is the hard-headed, hard-working Provincial Treasurer, the Hon. Mr. Weir. Speaking economically, the French-Canadian portion of our population is potentially the greatest of all the resources of which our orators love to boast.

There is no doubt that the expansion of commerce and development of the great natural resources of which this country is the fortunate possessor, will lead within the near future to a greater intercourse, and eventually develop into a desire for mutual assimilation. Let those who through lack of opportunity have had no occasion to meet their French-Canadian fellow citizens think twice before charging them with not being loyal and sufficiently British. Imperialism is a theme that one can fervently declaim upon, but at the same time it is one that calls for the greatest caution and thoughtfulness on the part of those who are looked up to as the representative citizens of the Dominion. Nothing can be gained by fanning the embers of racial antagonism. The French-Canadian, and the English-Canadian are compelled by circumstances to co-operate for the purpose of making Canada a nation in name, population and influence. It should also be remembered by carping critics who make a show of ultra-British loyalty, that the Empire in which they take pride is the result primarily of the mutual assimilation of the Norman and the Saxon. Who can foretell what the eventual result will be of a like process on this part of the American Continent?

Montreal, July 10th, 1909. BERNARD S. ROSE.