...efaction ...t The Situation

...ent of Bewilderment at ...ent Blunder Evident at St. Petersburg.

...the Far East Is Lost ...ht of In the Present Predicament.

...tersburg, Oct. 26.—(2:50 a.m.)—...miral Rojestvensky's reasons ... into the British fishing fleet ...as great a mystery as ever. ... midnight the admiralty an... that the admiral's report of ... had not been received. Mean... peror Nicholas, through Ambas... ardinge, has sent to King Ed... d the British government a ... conveying an expression of the ...st regret for the unfortunate ...upled with assurances that the ... of the victims should receive ...st reparation.

...ritish government shows mod... n the note which Sir Charles ... presented to Foreign Minister ...f today. While it awaits an ...on for an act which it char... in strong language as unjusti... liberate and inhuman, it makes ...s, fixes no time limit for re... ...o contains no demands, the... ...itically stating that Great Bri... ...ands are reserved pending re... ...an explanation.

...illingness of Great Britain to... ...e Russian explanation before... ...g demands, shows considera... the position in which Russia ... placed by a deplorable blunder. ...me time this consideration has ...us ring about it, only serving ...size the gravity of the situa... note showing that when de... e presented Great Britain in... insist upon full compliance ... The fact that Great Britain ... shown her hand strengthens ...on. The demands will be most... ...er of speculation until Admiral ...sky's report is received, but ... is certain, namely, that if ...iron actually changed forma... ...e opening fire, it would seem ...e responsibility upon Rojest... ...d whoever the author of the ...ny be, it is regarded as certain ...t Britain will demand, among ...gs, his punishment. It is also ... certain that failure to comply ... demands will be immediately ...by Ambassador Hardinge's re...

...h some nervousness is percep... diplomatic circles, generally ...here is the greatest confidence ...ffair will be amicably adjust... felt indeed that the very grav... situation may prove its salva... ...nposing the utmost care and ... upon each side.

...peror's action yesterday after... shadowed by the Associated ...patches Monday night, follow... ...erview with Count Lamsdorff, ...l as an expression of his pur... ...eet any reasonable demand of ...h government and do every... ...ible to avoid cause of a quar... ...ugh a member of the court, ...ated Press learns he has al... ...essed a determination to pun... ...er is responsible for the error. ... of the embassies and lega... ...erday showed that the sent... ...s almost unanimously that ...uld make every reparation, ...e incident would be adjusted ...eat Britain's demands should ...onable, which it was thought ...d not be. Nevertheless, the ...ctivity was manifested at all ...ons. Cipher despatches were ...d going and the foreign office ...ged by under secretaries and ... all looking for information. ...s gave forcible reminder of ...ediately preceding the sever... ...plomatic relations with Japan. ...admiralty there were similar ... activity, newspaper corre... ...and naval attaches waiting in... regarding Rojestvensky's re... ...the admiralty had nothing to ...planation of the extraordinary ...t is felt that this delay is ...e most serious features of ...on. While the British note ...no limit for a Russian reply, ...led that the prolonged delay ...re than anything else to in... ...sh public opinion and render... ...tment difficult.

...iralty still clings to the hope ...ffical report may place the ...more favorable light though ...the officials are disposed to ...it may have been a case of ...ed by some nervous officer ...s has taken second place in ...f the fishing boats. ...t the failure of the trawlers ... squadron's signals or at the ... trawl boom being lowered ...g the present complications. ...ent in St. Petersburg is one ... stupefaction, pending devel...

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History of the Conservative Party in Canada

BY A. E. McPHILLIPS, K.C.

Following is a verbatim report of the lecture delivered at the Y. M. C. A. rooms the other day by A. E. McPhillips, K.C., on "The History of the Conservative Party in Canada":

To arrive at the point of time when the people of Canada divided upon distinctly party lines would be a matter of extreme difficulty; but, in any case, before endeavoring to deal with that, it may be of interest to take short note of when it was that Canada first became British territory, and the evolution of matters political until the era of full responsible government was attained.

It was in 1763, on February 10, that the Treaty of Paris was signed, by which France ceded and guaranteed to His Britannic Majesty in full right "Canada with all its dependencies." In 1774, one hundred and seventy years ago, the "Quebec Act" was passed. It annexed large territories to the province of Quebec, provided for the appointment by the crown of a legislative council, and for the administration of the criminal law as in use in England.

In passing, it may be remarked that it was in this same year, 1774, that the northwest coast of British Columbia was captured by Vancouver and Cook. It will be remembered that in 1775 took place the American revolution, and almost every place of note in Canada fell into American hands, save the city of Quebec itself; but their success was of short duration, and 1776 saw them driven from Canadian soil. Also, in passing, it may be noted that in 1778, on June 3, was first issued the Montreal Gazette, which is still published, a staunch Conservative journal, well edited and influential throughout Canada today. In 1791 Quebec was divided into two provinces, viz., Upper and Lower Canada, each province to have a lieutenant-governor and a legislature composed of a house of assembly and a legislative council. The members of the council were to be appointed by the lieutenant-governor for life, the members of the assembly to be elected by the people for four years. At this time the population of the two provinces was about 160,000. In 1796 took place the abolition of slavery in Canada—not that it could be said that it had really ever obtained in Canada. It was not until 1806, November 22, that the first newspaper printed entirely in French appeared—"La Canadien"—and at this time the population of Upper Canada was but 70,000 and that of Lower Canada 250,000. Twenty-five years later, in 1831, the population of Upper Canada was 236,702 and that of Lower Canada 653,134. It was in 1833, August 18, that Canada had the signal honor of having the first steamer that ever crossed the Atlantic leave her shores. The steamer Royal William left Picteu, N. S., for Gravesend, England, at which port she arrived after a stormy passage. It was in 1836, July 21, that the first railway in Canada was opened, being the railway from Laprairie to St. Johns.

It was in 1837-38 that the rebellion in both provinces occurred, but was soon suppressed, and in 1841, February 10, took place the union of the two provinces under the name of the province of Canada; and it was then that a measure of responsible government was achieved. The legislature was to consist of a legislative council and legislative assembly, each province to be represented by 42 members—42 elected by the people and 20 appointed by the crown. At this time Upper Canada's population had grown to 455,688. On June 13 of this same year the united parliament was opened at Kingston by Lord Sydenham. Two years after this, in 1843, was founded our own city of Victoria by James Douglas, afterwards Sir James Douglas and governor of Vancouver Island and British Columbia.

It was not until 1851 that the transfer took place of the postal service from the British to the provincial governments, and then it was that a uniform rate of postage was established, viz., three pence per half ounce, and then only was the use of postage stamps introduced.

At this time the population of Upper Canada had nearly equalled that of Lower Canada, being 852,000, Lower Canada 890,261. New Brunswick 193,800, and Nova Scotia 276,854. It is a matter of especial interest to here observe that in this year (1851) the Young Men's Christian Association was organized in the city of Montreal—first in America.

Now that the Grand Trunk Pacific railway is such a burning topic in Canada, it is a matter of interest to recollect that the year 1852 saw the commencement of the Grand Trunk railway—little more than half a century ago.

In 1856 the Allan steamship line commenced regular fortnightly steam service between Canada and Great Britain and Ireland. It was in 1861 that Upper Canada's population was shown to be in excess to that of Lower Canada, it being 1,396,091, that of Lower Canada 1,111,566. New Brunswick 252,047, Nova Scotia 330,857, Prince Edward Island 80,857; and Vancouver Island at this time, exclusive of Indians, apparently, did not exceed in population 3,024.

It was in 1864 that the Quebec conference was held and resolutions were passed favoring the confederation of all of the British North American provinces. In this connection it is to be noted that Sir John A. Macdonald stood out for the immediate recognition of Canada when confederated as an integral nation of the empire, to be styled the "Kingdom of Canada." Had this course been adopted we would have been spared the annoyance and apparent inferiority of position that we now have of being looked upon and spoken of as colonists, which as a matter of fact we are not.

It was in the year 1866, on June 8, that the first meeting of parliament in the new buildings at Ottawa took place; and then it was that the final resolutions necessary on the part of the provinces of Canada were passed to effectuate the confederation of the provinces.

In passing, it may be remembered that on November 17 in this same year (1866) the Union of Vancouver Island and British Columbia was proclaimed.

It was in 1867, on February 10, that the great charter or constitutional code of Canada—the British North America Act—was passed by the Imperial parliament; and on July 1, 1867, took place the union of the provinces of Canada, Nova Scotia and New Brunswick, under the name of the Dominion of Canada. Upper Canada became Ontario and Lower Canada Quebec. Lord Monck was Canada's first governor-general, and the first parliament met on the 6th November, the premier being Canada's patriotic statesman, Sir John A. Macdonald.

It may be said that the history of the Conservative party in Canada commences with confederation; not that Conservative principles were not put into practical operation before, but I apprehend that the subject that I have to deal with is not the political history that was informative, but that which became concrete and is witnessed today in the Liberal-Conservative party of Canada.

The condition of Canada previous to the rebellion of 1837-38, and existent at the time of Lord Durham after the rebellion, was the condition of things brought about by the family compact, and cannot be said to be attributable to either of the great parties that now divide the Canadian people politically, namely, the Liberal and Liberal-Conservative parties.

Lord Durham, who died in 1840, and to whose energies and the following up of his recommendations confederation became an accomplished fact, was ill requited by the government of the day, and it remained to posterity to do him justice. Speaking of the conditions as he witnessed them, we have these scornful words: "What are the constitutional principles remaining in force when the whole constitution is suspended? What principle of the British constitution holds good in a country where the people's money is taken from them without the people's consent, where representative government is annihilated, where martial law has been the law of the land, and where trial by jury exists only to defeat the ends of justice and to provoke the righteous scorn and indignation of the community?"

It was as early as 1846 that Sir John A. Macdonald gave voice to that conviction that many years afterwards took shape in the National Policy.

It was on the 1st of May in that year (1846) that Mr. Cayley made a motion in the house looking to the framing of a scale of differential duties on leather importations, and this resolution received the severest of opposition at the hands of the reformers. Macdonald took up the cudgels for Cayley, and it is interesting to note what he said, as it has been stated that in his National Policy move it was said that he was only "the creature of expediency." Speaking in the Canadian parliament on the 1st of May, 1846, we find him make use of these words: "That there was no reason in their opposition to these resolutions"; that "had they studied the question they must have supported them"; that "the measure of the honorable gentleman was really a protective one, and as such deserves unanimous support," for "it would prevent the trade of Canada from being subject to the competition of American artisans, and, not among the least, to the artisans of American penitentiaries."

Notwithstanding this appeal, many of the reformers of that day opposed the resolution. It is an idle thing to attach to the Liberal-Conservative party of Canada any of the misdeeds of the Tory party of Canada in the time of Metcalfe and before. The Toryism then prevailing was not a policy of advancement for Canada, but the reverse.

"It was put upon its trial in Canada in the summer of 1848, and fell, never again to raise its head."

No doubt there is attempt made at times to couple the present Liberal-Conservative party with the defunct old Tory party of Canada, but no conscientious student of Canadian political history can associate one with the other or demonstrate any connection. It has been written of in the following terms: "We know the term 'Tory' is still applied to one of our great parties, and that we are told "Toryism still lives," but surely our informants are those who are not acquainted with the history of public parties in the past, or who understand the genius of political opinion in the present."

Lord Elgin, one of the greatest of Canada's governors (1846), obtained a clear insight into the political condition of the country soon after taking up his duties, and it is interesting to note what his biographer says upon the subject, speaking with reference to the then ruling party: "There was no real political life; only that pale and distorted reflection of it which is apt to exist in a colony before it has learnt to look within itself for the centre of power." (Walrond).

It was in the formation of the famous McNab-Morin government that the birth of "Liberal-Conservatism" occurred, it being the first Liberal-Conservative ministry formed in Canada. It would seem that a caucus of McNab's party took place some time before, at which John A. Macdonald was the central figure, outlining and directing matters from the new point of view—the old order changeth. He pointed out that the sentiments of the old Tory party had now been outgrown by the province, and that the true course was the medium line between effete Toryism and the doctrine of the radicals, Alliance, he said, with the clear Grits, which numbered about forty strong, was not to be dreamt of. Their policy was one of impetuosity and indiscretion, and their leader (George Brown) would tyrannize with his newspapers if he could not rule in the cabinet. With the Liberal party, which had become detached from the extravagant members of the reform side, he said, the Conservatives could, without any sacrifice of principle, and with much profit to the country, unite. The secularization of the clergy reserves and the abolition of the seignorial tenure were questions, he added, upon which the country had expressed itself unmistakably, and it was the duty of the government to give effect to "the popular wish." "With this coalition (brought about by the formation of the MacNab-Morin government) disappeared from the stage the historic reform party. Strictly speaking, we have no 'reformers' now, and those who call themselves such are the descendants of the baffled Grits who set up a cry of rage when Liberal and Conservative sank a few imaginary differences and blended into a party liberal enough to keep abreast of public opinion and conservative enough not to run into excess."

It was Mr. Macdonald who, immediately when parliament had convened, introduced a measure dealing with the clergy reserves. "This act abolished all distinctions between religious denominations by providing that the proceeds arising from all land sales, after the deduction of expenses, be handed over to the municipalities in proportion to population, the amount to be applicable for ordinary municipal purposes. Another bill was introduced abolishing feudal rights and duties in Lower Canada, and allowing compensation to seigneurs in cases where vested rights had grown up under the tenure."

Thus was ushered in the Liberal-Conservative party, and surely it may be said that it evidenced a determination to grapple with the obstacles to advancement and development that existed at that day. The Rebellion Losses Bill, and "Who would have fancied that the Knight of Dundurn and the Hon. Mr. Cayley would ever have surrendered their principles on the clergy reserves question? That the Hon. John A. Macdonald should have done so does not astonish us, because we have long known his views upon this question, and that they had undergone considerable change so far as its settlement would tend to allay the unnatural excitement which has so long agitated the country."

A notable matter of legislation was introduced and passed in 1854 by the Tache-Macdonald ministry (Col. Tache having succeeded Mr. Morin in the Liberal-Conservative government); that was the Militia bill; it was during the time of the Crimea war. The bill became law and was in fact the forerunner of the present militia system of Canada. The government were, however, subjected to the most bitter attacks upon this measure by those then known as clear Grits, amongst others George Brown, William Lyon Mackenzie and John Sandfield Macdonald.

It was on the 25th of November, 1857, that Mr. John A. Macdonald was first called upon to form a government—a task that he accepted, and on the day following the Macdonald-Cartier government took over the administration of the country. This government was defeated upon the motion of Mr. Piche, reading as follows: "It is the opinion of this house that the city of Ottawa ought not to be the permanent seat of government for the province." This defeat and what followed after, it being apparent to Mr. Macdonald that he was in the minority as to the support coming from Upper Canada, he decided to resign, and the government promptly resigned. This resulted in George Brown being called in, and he was successful in forming a government, but his government was of short duration, as almost immediately an adverse vote was recorded in the house, the majority over the government being no less than 40 votes. It was plain that the defection had only reference to the isolated matter as to where the capital should be situate. In the result the Macdonald-Cartier government was formed, and the "double shuffle" took place. Under the law it appeared that the new ministry evaded the responsibility of going back for election by accepting within a month other offices than those held at the time of resignation.

It was in 1858, during the Macdonald-Cartier administration, that the question of protection to home industries was given serious consideration, afterwards to take shape as the National Policy. In passing, it may be remembered that in this year (1858) the submarine cable was successfully laid, connecting Europe and America—a wonderful tribute to the march of science in the nineteenth century.

Canada was still short of what may be termed responsible government in its fullness; so also were the Maritime Provinces. The question of the selection of the capital at Ottawa, which had been the selection of Her Majesty, was in 1859 ratified by the house, but by a majority of only five. It was in this year again shown how the Conservatives were marching steadily along in the establishment of a protective policy, as it was in this year (1859) that Mr. Galt, the inspector-general, brought in a resolution which established an increase of from 15 to 20 per cent. on non-enumerated imports; and the incidence of the tariff was such as to give protection to certain classes of Canadian manufactures. The population of Canada was bounding upwards, and a few weeks before the session of 1861, a census being taken, it was shown that the population of Upper Canada was 300,000 in excess of that of Lower Canada. This was in striking contrast to the condition of things twenty years before, at the time of the union. The population at that time of Lower Canada exceeded that of Upper Canada by 200,000.

The year 1862 ushered in an epoch of gravity. The secession had taken place and the southern confederacy had come into existence and the war was raging. The North had sprung to arms as one man to maintain the integrity of the republic, which happily was accomplished, but only after years of pestilential war and the expenditure of a vast amount of treasure. It was then that Macdonald felt that Canada should give attention to her own domestic and national affairs; and, acting on the principle that prepared-ness for war was the best preservative of peace, he entered upon the task of framing a bill to the end that the Canadian militia be reorganized and made a more effective force. In this he was ably and loyally seconded by his colleague, Mr. Cartier. Mr. Macdonald, the Conservative leader, was ever a great enthusiast for the greatness and national individuality of Canada in the empire. He ever worked for the end that "the reproach of colonialism shall be a thing of the past and Canada be ranked among the independent nations" within the empire. Speaking at this time, he said: "I trust that for ages, for ever, Canada may remain united with the Mother Country. But we are fast ceasing to be a dependency and assuming the position of an ally of Great Britain. England will be the centre, surrounded and sustained by an alliance not only with Canada, but Australia and all her other possessions; and there will thus be formed an immense confederation of freemen, the greatest confederacy of civilized and intelligent men that ever has had existence on the face of the globe."

Time has borne the fruit, and the prophecy is all but realized. The Militia bill was destined to defeat Mr. John A. Macdonald; it was a bill well conceived and well calculated in its working to present a formidable fighting force against invasion, but naturally it carried along with it heavy expenditure, and, perhaps, beyond the capacity of the province. At all events, the measure was rejected by a vote of 61 to 54. Thus fell a Liberal-Conservative ministry zealously endeavoring to preserve Canada to the crown at a time when indeed grave rumors were afoot of intended assaults upon Canadian soil. On the 3rd of May, 1864, the Tache-Macdonald ministry met the house and the determined opposition of Mr. John Sandfield Macdonald, and after a little time met its defeat.

Political conditions in Canada were indeed in a somewhat chaotic condition; in but a little more than two years four different administrations had been formed, and political feeling was rife and stability seemed afar off. This gave rise to the dilemma was to be confederation. It may be here remarked that it is an error of somewhat common belief that Mr. George Brown was "the parent of confederation, and entered the coalition for the purpose of forwarding the scheme." It may be as well to dispel the illusion. The testimony of Mr. Alex. Mackenzie, Mr. Brown's biographer, on this point, is conclusive. After Messrs. Macdonald and Galt had stated to Mr. Brown what their remedy was—"a federal union of all the British North American provinces"—Mr. Mackenzie tells us that Mr. Brown "objected that this was uncertain and remote (the confederation scheme), as there were so many bodies to be consulted, and stated that the measure acceptable to Upper Canada would be parliamentary reform based on population, without regard to a separating line between Upper and Lower Canada." Later Mr. Brown was persuaded "to a compromise, in the adoption of the federal principle for all the provinces as the larger question, or for Canada alone, with the provision for the admission of the maritime provinces and the Northwest Territory." It was on the 30th of the month the coalition ministry was formed, made up of the leading reformers and Conservatives of the day. The dominant force, admitted leader of the Conservative movement, was Sir John A. Macdonald. It was the accomplishment of his fondest dream, and along the lines often given voice to by him. If anything, its consummation was not upon the broadest of the lines of his fancy—the total elimination of the colonial status—and it were better that it had six millions instead of a country of six millions today we would be one of thirty millions. The cramped nature of the colonial status has deprived Canada of a great measure of the attractiveness that she would otherwise have to the emigrant, and has admitted of many of her sons, and many of her brightest, seeking success and renown in the neighboring republic. Canada requires for her sons the opportunity of scaling the ladder even to the topmost rung, the sovereign alone being in the position of inalienable right. Canadian sentiment and Canadian genius have ever be throttled and hampered so long as Canadians are not the final arbiters of all truly national affairs as affecting Canada alone, and the exponents and determiners of the laws. Then, as to the relation of the empire, there too must be the sons of the sister nations have an equal and common place upon which to engage and battle in the friendly rivalry of patriotism and statesmanship; to be otherwise is to stifle the genius of our people, and too circumscribed is the environment. It was Mr. Macdonald, the then attorney-general, who offered the confederation motion to include the colonies of Canada, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland under one government, the terms of union to be based on the resolutions agreed to at Quebec. On the 10th October, 1865, the resolution was carried on a vote of 91 to 33. Mr. Macdonald had different views than most of his colleagues. His belief was that it would be best to have one parliament, with a system of municipal institutions for each province, with somewhat extensive powers. In November, 1866, delegates went to England to attend a conference there as to the lines upon which confederation should take place. The chair at the conference was filled by Mr. Macdonald in a most able manner. The British North America Act was passed on the 29th of March, 1867, and on the 22nd of May the royal proclamation was made of the act, to take effect on the 1st of July, 1867. In the royal proclamation appointing the senators, 72 in number, 36 were Conservatives and 36 were Reformers. Mr. Macdonald was called upon to form the first ministry for the Dominion of Canada, and became premier of a compound ministry made up of representatives from all the parties. Knighthood was conferred upon Mr. Macdonald by Her Majesty Queen Victoria. This was fitting in that he was the statesman who now led the government of a nation destined to take a high position in the aggregation of nations of the empire—that empire being the greatest that the world has ever seen.

At the sitting of the first parliament an attempt was made by the government and the Conservatives of the House of Commons to place the telegraph system under government control, but this proposition met with severe opposition from many of the Liberals of that day.

Sir John Macdonald met his first defeat after confederation over the contract entered into with Sir Hugh Allan for the building of the C. P. R., a contract which would have been of the greatest advantage to Canada if carried out, and Canada would be at least ten years ahead of what she is now had that contract been carried out. However, the magnitude of the transaction rather took the breath from the people of that day, and in the storm Sir John Macdonald's government went down. Sir John Macdonald on the morning of the 5th of November, 1873, placed his resignation and that of his ministry in the hands of the governor-general. The peroration of Sir John Macdonald's address to the house preceding his resignation was in the following words: "Mr. Speaker, I commit myself, the government commits itself, to the hands of this house, and far beyond the house—it commits itself to the country at large. We have faithfully done our duty. We have fought the battle of the union. We have had party strife setting province against province, and, more than all, we have had in the greatest province, the preponderating province of the Dominion, every prejudice and sectional feeling that could be arrayed against us. I have been the victim of that conduct to a great extent, but I have fought the battle of confederation, the battle of union, the battle of the Dominion of Canada. I throw myself on this house. I throw myself upon this country. I throw myself upon posterity, and I believe I know that, notwithstanding the many failings in my life, I shall have the voice of this country and of this house rallying round me. And, sir, if I am mistaken in that, I can confidently appeal to a higher court—to the court of my own conscience and to the court of posterity. I leave it with this house with every confidence; I am equal to either fortune. I can see past the decision of this house, either for or against me. I know, and it is no vain boast for me to say so—for even my enemies will admit that I am no boaster—that there does not exist in Canada a man who has given more of his time, more of his heart, more of his means or more of his intellect and power, such as they may have been, for the good of the Dominion of Canada."

Following Sir John Macdonald's resignation came the government of the Hon. Alexander Mackenzie, and a dissolution was granted to him. It is a matter of interest to note that the government did not go to the people with any defined policy whatever; amongst other matters mentioned, however, was the promise to British Columbia that faith would be kept with regard to the construction of the Pacific railway, but that the time within which it was to be built must be extended.

As the years went on from 1873 to 1877, the Mackenzie administration had many difficulties to contend with, and the ship of state labored greatly. Depression extended and commercial atrophy was upon every hand. The condition of things naturally aroused the genius of Sir John Macdonald. His was the mind to see the way out of the difficulty and upon lines that were in accordance with a policy that had always a place in Conservative principles—the policy of protection of home industries.

On the 10th of March, 1876, that Sir John outlined the "national policy" in a telling and convincing speech. The cry was "Canada for the Canadians." The Canadian people had an opportunity to pass upon this policy on the 17th of September, 1878, and the voice of the electorate was of a very decisive nature indeed, the Mackenzie administration being defeated by an overwhelming majority.

Then commenced the era of the construction of the tall chimneys, and Canadian genius and enterprise had opportunities long denied, to the very great detriment of the people and the country.

On the 10th of October, 1878, Mr. Mackenzie placed his resignation in Lord Dufferin's hands, and His Excellency called upon Sir John Macdonald to form a ministry, which was immediately formed, and the "national policy" at once took first place in the work of the government. The carrying out of this policy was met by the most strenuous opposition from the leading Liberals, in particular Mr. Mackenzie and Sir Richard Cartwright. The latter stated that, "as for the tariff, he declared, it would neither stimulate home industry nor raise a revenue, but would cripple commercial enterprise, without swelling the coffers."

The Conservative party of Canada achieved great success for Canada in the inauguration of the "national policy"; in fact, thereby called into existence a nation capable of standing alone; but one of the chief triumphs of the party, and for which the country will ever feel deeply grateful, was Sir John Macdonald's successful negotiation for the building of the Canadian Pacific railway and its final completion, Sir John himself in 1886 passing over the completed line to our sister city of Vancouver.

In 1884 the Right Hon. Sir John A. Macdonald was granted the crowning honor of his life, the Grand Cross of the Order of the Bath. This distinction was conferred by Her Majesty Queen Victoria "in acknowledgment of long and distinguished services"—40 years of public life and then 70 years of age. Sir John then heard of the intention to confer this honor upon him from Mr. Gladstone. Speaking of it, Sir John said: "He (Mr. Gladstone) knew that I was a Conservative, and he was a Liberal. He knew I was a supporter of the National Policy, and he was a Free Trader." The pity of it was that but a short year or two were allowed to him to enjoy this deserving honor. In 1885 the Northwest rebellion broke out and was sternly repressed, Sir John not admitting of any considerations, political or otherwise, to outweigh his decision—that overt rebellion should be promptly and summarily repressed; and it must be said that the Conservative government met with much political opposition in this.

In the year 1886 the opposition made an onslaught on the government for alleged maladministration of affairs in the Northwest and deprecating the execution of Riel, but all to no effect.

In 1887 Canadian loyalty was demonstrated in a most spontaneous manner in celebrating the fiftieth anniversary of Her Majesty Queen Victoria's beneficent reign.

On the 15th of January, 1887, the fifth parliament of Canada was at an end, and in the general elections Sir John and his Liberal-Conservative government were again sustained by a handsome majority. This was a renewed confidence in the government that had given the National Policy to Canada. It may well be chronicled that in 1885 Sir John S. D. Thompson entered the ministry as minister of Justice, and in 1888 Sir Charles Hibbert Tupper became minister of marine and fisheries, the former to afterwards become premier and the latter minister of justice, and the Hon. Edgar Dewdney became minister of the interior.

It was at fifteen minutes past 10 o'clock on the night of June 6, 1891, that Sir John Macdonald passed away, at the age of 76 years and 3 months. Sir Wilfrid Laurier, speaking of him, said that he was "Canada's most illustrious son; displayed unbounded fertility of resource, a high level of intellectual perception, and, above all, a far-reaching vision beyond the events of the day, and, still higher and permeating the whole, a broad patriotism in seeking Canada's welfare, Canada's advancement, and Canada's glory."

The following is an excerpt from the last address of Sir John Macdonald to the electors of Canada at the commencement of the campaign of 1891, dated the 7th of November of that year: "Six years inaugurated the National Policy. The age of deficit was past, and an overflowing treasury gave to the government the means of carrying forward those public works necessary to the realization of our purpose to make this country a homogeneous whole. To that end we undertook that stupendous work, the Canadian Pacific railway, undeterred by the pessimistic views of our opponents; nay, in spite of their strenuous and even malignant opposition, we pushed forward that great enterprise through the wilds of Lake Superior, across the Western prairies, over the Rocky mountains to the shore of the Pacific, with such inflexible resolution that in seven years after the assumption of office by the present administration, the dream of our public men was made accomplished fact, and I myself experienced the proud satisfaction of looking back from the steps of my car upon the Rocky mountains fringing the Eastern sky."

The London Times, writing about Sir John Macdonald and saying many kind and eulogistic things, had this to say: "We are indebted to Sir John Macdonald for evoking the most remarkable exhibition that parliamentary institutions have ever afforded of constancy in a democratic electorate. Since 1878, when a general election carried him into power, the electors have given him a majority, greater or less, in three consecutive elections. For the same minister to have won four general elections in succession is unexampled in the modern history of parliamentary government in Anglo-Saxon communities. No politician dares to say much in public about the most potent and constant of electoral forces, the temptation to 'give the other side a turn.' But no one is under any illusion about it, and Sir John Macdonald's success is the exception which proves the rule."

An able writer who had an intimate knowledge of Sir John Macdonald said of him: "He had a leaning toward female suffrage. He was opposed to divorce courts with much firmness. He hated all forms of irreligion; and, though he was accessible to all new ideas, he was not easily accessible to anything that bore the stamp or faintest impression of irreverence towards established beliefs and practices. He had the highest regard for the clergy in general as representing to him a divine order, a social power, a conservative influence, and the clergy as a body held him in affectionate esteem, though his light-hearted audacity never allowed him, to put on an air of solemnity for the mere sake of appearances. No Roman senator could robe himself in dignity and speak with more stately precision than could Sir John Macdonald on state or great occasions. His respect for parliament was such that he never, or very rarely, took the slightest liberty with the general sense of the house for order and calmness. And again there comes rising in my mind and ringing in my ears the tender lament of Sir Rector Sicamore: 'Thou wert matched of none earthly knight's hands; and thou were the courtliest knight that ever bears shield; and thou were the truest friend to thy lover that ever bestrode horse.'"

Another writer of note, speaking of Sir John Macdonald, has this to say: "That others from time to time took their parts and are entitled to share in the credit for what had been accomplished may be freely conceded, but history will record that to the energy, genius and guidance of Sir John Macdonald is Canada pre-eminently indebted for the position she occupies today."

The next premier and leader of the Conservative party of Canada, who brought great ability to bear upon the needs and wants of Canada, and did much to advance the country's interests, was the Right Hon. Sir John Sparrow Thompson. His speech in the debate on the execution of Riel greatly popularized him throughout the province of Ontario. He was knighted for his work on the Chamberlain-Bayard fishery treaty in 1887.

Following upon the death of Sir John Macdonald came the brief tenure of the premiership by Sir John Abbott; but, on the 6th of December, 1892, within a year and a half of the death of Sir John Macdonald, Sir John Thompson took office as premier. The Conservative party had a great man in Thompson, and the legislation that went upon the statute book in his time is a monument to him and a tribute to the party that made it possible of becoming law. The Banking Act, the Criminal Code and Copyright Act may be mentioned of the vast number of permanent monuments to his ability and industry. It was a short time after becoming premier that he acted as a British arbitrator at the Paris tribunal for the settlement of the Behring Sea question, and for his great judicial services in this august tribunal he was called to the Imperial privy council. He was, however, not destined to serve his country. On December 12, 1894, he died suddenly at Windsor Castle, a few minutes after being sworn in by the Queen as a member of the privy council. "His ceremonial and national funeral from the royal castle to a British battleship, and from the Kenilworth to the stately cathedral at Halifax, was an event of memorable import in the evolution of closer Imperial sympathy."

It was on December 14, 1894, Sir Mackenzie Bowell took office as premier. He had already had a long and honorable career as a first lieutenant to Sir John Macdonald, and many of the solid monuments that stand to the credit of the great Conservative party were fashioned by this sturdy and high-principled statesman.

Towards the close of April, 1896, Sir Mackenzie resigned the premiership, and Sir Charles Tupper, Bart., was called upon to form a cabinet. Sir Charles Tupper was premier in June, 1896, when he went to the country and met defeat by the Right Hon. Sir Wilfrid Laurier. Sir Charles Tupper may well be said to have always stood at Sir John Macdonald's right hand throughout the years of prime work in Canada so identified with the name of Sir John Macdonald and the Conservative party; but by no means did he stand passive there; his was always the active, strong and vigorous support, and it is impossible in passing in review the various signal achievements to not remember the great assistance given Sir John Macdonald by this, his ablest colleague.

It was Sir Charles Tupper who in 1881 introduced and carried through the house the act approving the contract made in London and granting a charter to the C. P. R. for the construction of the highway to the Pacific which had been promised the province of British Columbia in 1871, when it entered the Dominion.

"The battle which followed, and indeed prevailed for several years, was a keen one, and Sir Charles Tupper had his hands full in defending that the opposition described as an extravagant and almost impossible enterprise—one which was to carry a railway through a wilderness and over vast mountain ranges, where, it was urged, the traffic could not meet the ordinary expenses of management, to say nothing of construction and indebtedness to the government. Difficulties, however, were overcome and the impossible achieved."

The following is a description of Sir Charles Tupper from the pen of one who may be said to be an impartial writer and capable of passing a matured opinion: "Taken altogether, Sir Charles Tupper is a typical illustration in energy, mental and physical powers, eloquence, experience and probity of character, of the best elements in Canadian public life during its formative stages, its constructive period and its national growth."

It is not possible to carry this history much further now, as we have arrived at an immediate present. However, it may be said that the main point of difference in policy between the two great parties in Canada is at an end. The government of today, a Liberal government, and likewise some of its policies, is a protective government; "free trade as they have it in England" has never been put in practice, and well that it has not; and the quarter of a century of protection—the policy evolved by the Conservative party—has worked wonders. So much so that the present government has adopted that other great policy which did so much to advance the interests of Canada—the building of a transcontinental line of railway; but in this policy the government of today is unfaithful of the fact that Canada is upon a different footing from what it was twenty-five years ago, and the building of a second transcontinental line of railway is now a commercial proposition, when it was then thought to be a visionary idea, devoid of common sense consideration, impractical and impossible of completion. Time proved the contrary, and the C. P. R. of today is one of the greatest and most prosperous of the railway properties of America. Should not Canada profit by this object lesson, and when it is now demonstrated that the ownership of public utilities such as railways is a matter of public advantage, and especially when the country is heavily subsidizing and assisting the Grand Trunk Pacific, compelled to then build the railway as a government work and operate it as such, having the absolute control of rates, and not be affected by the insistence of the shareholders or debenture-holders, who say that if the rates be put below a certain figure that they will be the sufferers? In this way do all governments find themselves handicapped when endeavoring to fix rates. The fixing of rates is a myth. The best object lesson of the futility of it is the case of the White Pass & Yukon Route, which is within the jurisdiction of the Dominion government throughout most of its line.

On November 3, 1904, will be determined a question as to whether the Right Hon. Sir Wilfrid Laurier will continue as the leader of a Liberal government, or whether Mr. R. L. Borden will be entrusted with the formation of a Liberal-Conservative government. The main questions at issue between the respective parties are the following: The Conservatives hold for adequate protection—in fact, the meeting of the Dingley tariff wall. Our wall should be as high as that of the United States. The Liberals are against this. The Conservatives further hold for the immediate construction of the Grand Trunk Pacific railway as a government work. The Liberals oppose this and support the contract already entered into with the Grand Trunk Pacific Railway Company, which means great monetary assistance, with no commensurate return to the people. In fact, the Conservative leader sums it up by saying, in effect: "As Canada is to provide 90 per cent. of the cost of the undertaking, why not provide the whole and own the railway?" In this connection it is interesting to note what the Hon. Mr. Blair (the chairman of the railway commission), had to say on the 10th of July, 1903, in a letter to Sir Wilfrid Laurier: "The government should be content with declaring itself in favor of the policy of building a government line from Quebec to the prairies" and across the prairies to the Pacific coast, as soon as need shall arise. I would further stipulate:

"3. That if such a route is found practicable, and gave promise of a fair measure of traffic, a railway should be built by the government, through, if the government should so decide, a commission, rather than by the government itself directly, and that a contract for such construction should be let only after open and public competition.

"4. That when built and ready for operation, such railway should not be handed over to any one existing railway company under lease; but that the same should either be operated by the government itself, through a commission appointed for the purpose, if so preferred, or by a trust composed of the representatives of the different railways which might intend to use it, under direct government supervision and control; and that such form of dealing with the question of operation or management should be decided later, after a fuller knowledge of the facts and mature deliberation."

It will, therefore, be seen what Mr. Blair's views were; and these points elaborated by him, and others as well, were to be conceded, otherwise his resignation from the ministry should be deemed as final. His resignation was accepted and his suggestions ignored. It now remains for the electorate of Canada to add another chapter to the history of the Conservative party in Canada.

Emperor Nicholas Greatly Aggrieved

News of the Horrible Blunder Reached Czar While Inspecting Cruiser.

The Report Arouses Universal Expressions of Sincerest Regret.

St. Petersburg, Oct. 24.—(Midnight.)—no official or unofficial explanation of the unfortunate affair off the Dogger bank is forthcoming up to this time, and the world must wait until tomorrow to hear Vice Admiral Rojestvensky's version of the firing upon the British fishermen.

Rojestvensky has communicated direct to the Emperor, but at 11:30 o'clock tonight the admiralty announced that it had not yet received it report. At the same hour the foreign office issued a statement expressing the regrets of the government for the deplorable incident, but explaining that