

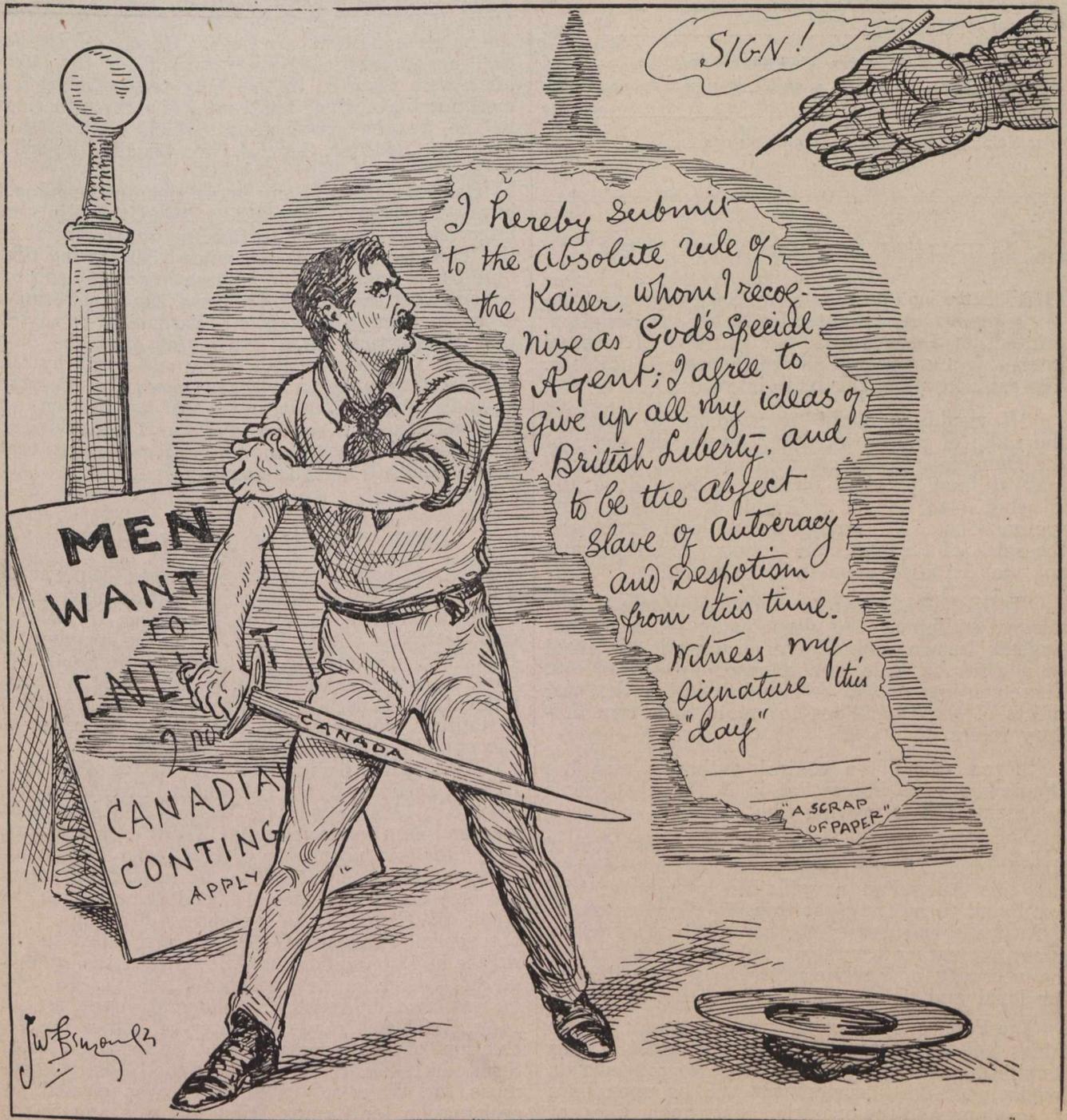
THE CANADIAN LIBERAL MONTHLY

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Ten Cents

THE SWORD OR THE PEN—CHOOSE!



Canada has not hesitated in choosing. "When England is at war, we are at war, and the thought of being neutral would be like the command of King Canute to the sea to recede from his feet."—Sir Wilfrid Laurier, House of Commons, December 12, 1912.

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A BRITISH CONSERVATIVE VIEW.

THE *Morning Post* of London, Eng., a staunch Conservative journal noted for its keen Imperialism, printed on December 10 an editorial of unusual interest to Canada and all the Overseas Dominions. The cabled copy of this editorial reads:

"It would no doubt be invidious to compare the share of the crown colonies with the share of the Dominions in the common task, but this much may at least be said. What has been done and is being done best is the result of the voluntary, spontaneous effort inspired by the local genius and the spirit of the particular country concerned and not that imposed upon it by Whitehall.

"In Canada, Australia and New Zealand, the raising, equipping and despatching of their contingents was in each case a local work conceived on a generous scale, and handsomely carried out. These contingents will be found to justify the local efforts of the Dominions to create their own military forces.

"Even where the central authority and the Dominions were in conflict it is the Dominion's judgment that is proving right.

"Thus Australia insisted, against a great deal of opposition at this end, and on having her own navy and this Australian navy, when war broke out, was found to be the right thing in the right place. If Australia had developed this independent policy somewhat earlier we might not have been under the necessity of applying for the good offices of our loyal and obliging ally in the east (Japan)".

The *Post* concludes with the declaration: "These things point also to the great truth that if this Empire is spared under Providence to continue its development that development will be upon lines of freedom and co-operation not upon lines of centralization and subordination."

MORE RUMORS OF ELECTION.

TALK of an election in the near future was revived, not only in Ottawa but in many parts of the Dominion, during the closing days of November. Rumors of the desires and intentions of certain members of the Government were heard in such a way as to make it quite believable that dissolution was not far off, and daily reports of the activities of Government organizers in all parts of the country lent colour to the circumstantial stories heard in all quarters. A glance at the "Diary of the Month" in this issue will show that party conventions and nominations have been plentiful, and it may be noted that the diary contains only the record of the more important meetings. Dozens of smaller meetings in practically every province of the Dominion were reported in the daily press, among the most notable of which was a series of party gatherings in the western provinces at which Hon. Arthur Meighen, Solicitor General, was usually the chief speaker.

General denials of any knowledge on the subject have been given to the press by any of the Ministers interviewed. Sir Robert Borden was reported in the *Toronto World* of December 5, as stating that "the Government had no information on the subject beyond what they saw in the press", and answering a direct question as to a session of parliament by saying that there would be a session but that the date had not yet been settled. This statement by the Premier has apparently been generally accepted as indicating that there will be no election, at least until after a session, and the *Toronto World* has followed it with an editorial statement that Parliament will meet as usual in January.

HON. WILLIAM TEMPLEMAN.

HON. William Templeman, former Minister of Mines in the Liberal administration, died at his home in Victoria, B. C. on November 15, after a comparatively short illness. In the passing of Hon. Mr. Templeman, Canadian Liberalism lost one of its staunchest fighting men, and Victoria and British Columbia one of the most public spirited of citizens, one who had done yeoman service in the upbuilding of the Pacific province.

The late Mr. Templeman was a native of Ontario, having been born at Pakenham, September 28, 1844. In 1884 he went to Victoria and since that year had been connected with *The Victoria Times*. As editor and proprietor of this paper and in his many other public activities, he has left his mark not only on the province of his adoption but on the whole of Canada. An unsuccessful candidate in the general elections of 1896, he was called to the senate in 1897 and in 1902 he entered the cabinet of Sir Wilfrid Laurier, without portfolio. In 1906 he was created Minister of Inland Revenue, and in May, 1907 was made Minister of Mines on the creation of that department. He resigned from Senate in 1906 and was elected to the House of Commons for Victoria. In 1908 he was elected by acclamation for Comox-Atlin, but was among the defeated in the general election of 1911.

GENERAL REFORM ASSOCIATION OF ONTARIO.

Retiring President Discusses Current Topics.

THE annual meeting of the General Reform Association of Ontario was held at Toronto, November 27. Delegates from all parts of the Province were in attendance and the proceedings evinced a spirit of optimism and buoyancy that left no doubt of the strength and virility of Liberalism in the province. Notable addresses were made by the retiring President, by Mr. N. W. Rowell, leader of the Provincial Opposition, Hon. George P. Graham, Mr. F. F. Pardee, Chief Liberal Whip in the House of Commons, and several others including the new President, Mr. A. J. Young of North Bay, whose election was unanimous.

In the course of his formal address as retiring President of the Association, Hon. W. L. Mackenzie King dealt with conditions in Canada since the outbreak of the War. After quoting from the August number of Canadian Liberal Monthly an outline of the attitude of the Liberal party of Canada in the "truce to party strife" preferred at the outbreak of the War by Sir Wilfrid Laurier on behalf of the Liberal party, Mr. King said, in part:

Vindication of Liberal Policies.

"If these words were true at the outbreak of the war in August last, events since have certainly helped to throw into relief, so far as Canada and the Mother Country are concerned, the wisdom and far-sighted statesmanship of policies calculated to materially further the friendly relations existing between the United States of America and the British Empire, and of policies which, with regard to all possible contingencies, seek to gain for consumers and producers alike, the widest markets in which to buy and sell. They have in an even more pointed way, disclosed the service to the British Empire in time of war, to say nothing of the sense of security and source of pride afforded thereby to its Dominions, of naval services owned and controlled on principles identical with those set forth in the unanimous resolution of the Parliament of Canada of March 1909, and embodied in the Canadian Naval Service Act passed by the Liberal Administration in 1910. They have revealed, too, especially to those who were strong in their denunciation of the Government at the time the great wisdom and patriotism of the Liberal policies with respect to Japan and Canadian Japanese relations, and with respect to relations with the Far East generally. Let us hope that out of the experience and sacrifices of this war will come hereafter more toleration and less bitterness between the political parties in Canada as respects each other's opinions on matters of domestic concern; and, as regards international relations and obligations, a larger vision and a broader humanitarianism on the part of Canadians generally.

Among many subjects that might be mentioned, there are at least three deserving of earnest

consideration in this connection. With respect to each it would seem that the leaders of the two political parties might, to the honour of Canada, and infinite credit to the parties they represent, join in a common accord.

Agreement as to the Absence of Party Conflict

The first is a frank, open and public avowal that until the war is ended, except as may be occasioned by constitutional requirements, no effort will be made to precipitate a party conflict in the Dominion, save on grounds of the highest public necessity. Financial, commercial and industrial conditions are at the moment sufficiently abnormal and strained to make it imperative that the uncertainties surrounding them should not be heightened by misgivings as to the probabilities and possibilities of political contests. Vital considerations of national and imperial significance demand that false impressions be not created abroad by a course of action that, save for party political considerations, can have no possible shadow of excuse.

It is not fear of the outcome of such a contest, but a sense of what patriotism demands, that prompts this suggestion.

The war, as respects Canadian politics, has relegated to the background for the time being, all questions other than those of meeting its obligations and aiding its prosecution to a successful and speedy termination. As to the justice of the cause of the allies, and the necessity of their ultimate victory in the interests of higher civilization and the liberties of mankind, there is but one opinion in Canada—but one opinion, it might be said, on this continent. How better could the prevailing sentiment have been expressed than in the words of Sir Wilfrid Laurier, at the opening of the special session of Parliament in August last, words which not alone epitomized the Liberal point of view, but, as the proceedings of that remarkable gathering disclosed, the single thought of the entire country as well. * * *

This being the attitude which, under Sir Wilfrid's leadership, Liberals expect their representatives in Parliament to maintain, it is well, perhaps, that men of all parties and men of no party in Canada should know that section 50 of the British North America Act provides:

"Every House of Commons shall continue for five years from the day of the return of the writs for choosing the House (subject to be sooner dissolved by the Governor-General, and no longer".

This being the language of the constitution, there is imposed on the Ministry by it, no necessity for a dissolution earlier than September, 1916. Surely we may hope that before that time the war in Europe will have run its course, and our minds be so at rest that a consideration worthy of their importance may be given domestic policies and problems,

Meanwhile, all the country will expect of the administration is efficiency, economy and honesty in the exercise of the latitude thus accorded, that Canada's name may gain added respect abroad, and the vast opportunities and responsibilities of public services be rendered more attractive to men of character at home.

The Care of Belgian Refugees.

A second necessity arising out of the war on which Canadian statesmen might seek to evolve a common policy, concerns the present and future well-being of destitute Belgian refugees. Whilst here there is an obligation which Canada holds in common with all nations that cherish freedom, it comes with peculiar directness to us when consideration is taken of the immensely increased obligation placed upon the families of the British Isles, through the flight of countless numbers to their shores, and the comparative immunity from danger and discomfort enjoyed by the people of this Dominion through the security which British protection affords. Belgium will doubtless wish to repatriate her surviving sons, and the nations of the world that comprehend the meaning of justice, will yet unite in seeing that all who may escape the carnage and devastation of war, are given back their country with such restitution as may be possible, once aggression and arrogance are overthrown. But of the host of lives sacrificed, no restitution will be possible, and there will be left to wander in exile, or homeless, and in distress, women and children in numbers many fold. From the Atlantic to the Pacific, across the vast expanses of this country, in the valleys of the Maritime provinces, in the settled and unsettled portions of Ontario and Quebec, on the prairies of the west and amid the mountains of British Columbia, cannot homes by the thousands be found where these orphaned children and unprotected women may find shelter for the remainder of their lives? Is it fair to England and the families of England, that with her own shores endangered, with the sacrifices she is making by land and sea, this burden of human life should be left to be borne by her alone? Belgian blood may rightly be regarded an asset to the nation that may come to possess it in its veins, and it may well be that should the defence of her liberties ever so demand, Canadian generations yet unborn may find repayment many times in what Canadian statesmen of to-day may have vision and courage enough to undertake. Patriotism humanity and the love of liberty unite in proclaiming some action by the Canadian Government an immediate and imperative duty. Let men of all parties unite, that so splendid an opportunity may not be lost through the fear of party contention, or the baser fear of party loss.

Consideration of Trade Relations

Yet one other obligation would seem to devolve upon Canadian public men, and might well afford material for consideration by parliament, or a special committee of parliament, at its next ses-

sion, and that is the possibility of immediately effecting closer trade relations between Canada and the Mother Country which changed conditions produced by the war would seem to render possible. Trade between England and Germany, trade between Canada and Germany, has for months past been completely destroyed and will remain so as long as the war lasts. German patents are no longer protected either here or in the United Kingdom. Reconstruction all along the way is possible and while the war presents opportunities to the Dominion to discover new channels of trade, it might well be made the occasion of deepening for all time the established channels between Canada and the Motherland. This, above all times, would appear to be the moment for a fresh consideration of the British preference and all that such a consideration might mean to British industry, in an hour of trial, to producers and consumers in Canada, and to the permanency of British connection. That no Canadian interest might suffer, and that no political party might seek to reap a party advantage through the adoption of an exclusive policy in this regard, men of both parties might unite in an earnest consideration of this opportunity, and see if the art of statesmanship is not equal to discovering in the elimination of the competition of rival nations, in the free use of previously protected patents and in an aroused patriotic fervour, the key to a readjustment that without injury to any interest may bring new advantages to Canadian producers, much needed relief to Canadian consumers, and a lasting benefit to relations between this country and the Motherland. The opportunity is now at hand; it only requires that the Parliament of Canada rise to the occasion.

AUSTRALIA INCREASES THE BRITISH PREFERENCE

Canadians generally will be interested in the announcement that the Australian Commonwealth has considerably increased the tariff preference on goods imported from the United Kingdom. The Australian Customs Tariff Act of 1908 provided for a preference, carefully adjusted to various items of import produced in and shipped from the United Kingdom, as against the goods of other countries. For some time there has been a strong feeling in favor of an increase in this preference and the action taken by the Commonwealth government may undoubtedly be taken as but another evidence of the immense effect the war has had and will have in binding closer than ever all parts of the Empire.

While details of the increase in the preference are as yet lacking, cable advices via London indicate that it amounts to from five to ten per-cent on almost all imported cloths and drygoods, while the duties payable on goods of all kinds from foreign countries have also been increased from five to ten per-cent. Great Britain has also been granted preference rates on a number of products which heretofore have not been in the preferential class.

Australia's provision for war expenses for the current calendar year alone amounts to \$58,000,000.

THE NEW BRUNSWICK SCANDAL.

THE Royal Commission appointed to investigate charges made by L. A. Dugal, M.L.A., Madawaska, against Hon. J. K. Flemming, Premier of the Province of New Brunswick, and Hon. H. G. McLeod, formerly Provincial Secretary but now member for York County in the House of Commons, has handed down its finding which was given out for publication on November 19 by His Honor, Lieut. Governor Wood.

There are two reports, one dealing with the charge that Mr. Flemming, through the agency of one W. H. Berry, extorted monies from timber limit holders in the Province to the extent of \$15 per mile of their holdings, or about \$75,000 in all, and the other that Mr. Flemming and Mr. McLeod extorted money from contractors engaged in the construction of the Valley Railway.

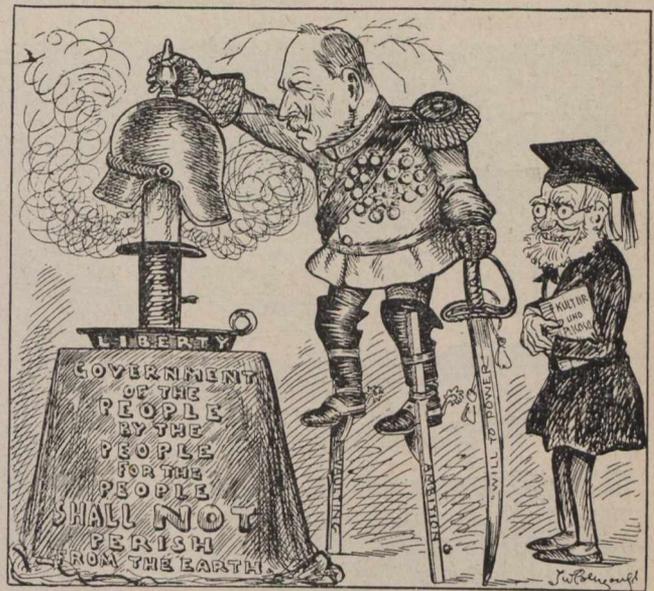
With reference to the timber report, the Commission found that the money, at least to the extent of some \$71,000, had actually been extorted, but it did not find evidence to prove that Mr. Flemming had actually directed the extortion, and it therefore excuplated him on that charge. At the same time it found that Mr. Flemming was "well aware that moneys were being collected for a purpose unquestionably improper" and that he manifestly "directed the disposition of such money when collected, also that he acquiesced in the collection of such monies at a time and from a source highly and grievously improper". As to the nature of this transaction, the Royal Commission said "It is difficult to imagine anything more reprehensible or blameworthy than that an official of the department interested should present such a demand. To those dependent upon the renewal of their timber licenses it is not only an extortion of the most effective nature, but it appears the more harsh and cruel inasmuch as it is produced by one to whom it is unsafe to make protest, and for a purpose repugnant to many of the contributors." The latter reference, of course, is to the understanding that the money was extorted for campaign fund purposes.

Guilty of Extortion.

In the Valley Railway report, Mr. McLeod was exonerated, but Mr. Flemming was found guilty of compelling a contractor to pay the sum of \$2,000. In this case there was also the charge that a large amount of money intended for the construction of the railway was diverted from the proper channel.

Coincident with the publication of the finding of the Royal Commission, Mr. Flemming issued a statement giving a general denial and declaring that he would contest the Dominion constituency of Carleton and Victoria. This was followed by a Conservative convention on December 3, when Mr. Flemming announced his resignation as Premier and accepted the nomination for Carleton and Victoria. It was not until December 10 that newspaper dispatches from Moncton announced that the formal resignation of Mr. Flemming had been received and that the Lieutenant Governor had called upon Hon. George J. Clarke, the Attorney General, to form a new Government.

THE LIGHT OF LIBERTY.



“WHY did Greater Britain rally so spontaneously to Great Britain in the month of August? Because Great Britain still believes in the sanctity of treaties, that the weak have rights, and that the strong have duties. The German Chancellor was surprised at the attitude of Sir Edward Grey, when war broke out, but he was more surprised at the attitude of the British Dominions. In Great Britain, and in Greater Britain as well, we at least can claim that freedom, justice and equality before the law, are within the reach, nay the birthright of every law-abiding citizen.

“Many short-sighted people are deeply concerned because, forsooth, a centralized British Empire has not been founded and a compulsory military system established. In a word, Great Britain, they think, has been negligent and derelict in not over-running Germany in the race of militarism. These good people forget that Canada and the overseas Dominions stand for Great Britain because she has faithfully and studiously avoided all these mistakes. Because of that her sons in all parts of the world are now ready to give their lives for the defence of her institutions. It is for her freedom that her sons are prepared to fight. It is because British commonsense has not been led astray by the misdirected jingoes that we have now an empire every citizen is eager to defend. It is hatred and wholesome fear of the autocracy which must always be part and parcel of military rule that is inspiring the British in all parts of the world to unite in the suppression of militarism. Our strength is in the worthiness of our cause, and an imitation of the unworthy would have brought national weakness. We make the response of a free people, strong in our freedom, not a mechanical fighting organization burdened to the endurance point with its own weight. French-Canadians — or to be more exact Canadians of French descent, stand for British liberties, and they are happy to see Great Britain and France united in a great cause, that of freedom and civilization.”—Hon. Rodolphe Lemieux, at Montreal, November 23.

DREADNOUGHTS GALORE.



“During the period between the beginning of the war and the end of 1915, while the Germans will be receiving an accession of three ships, we shall receive a total of fifteen ships in all.
—Rt. Hon. Winston Churchill, House of Commons, November 28, 1914.

GREAT BRITAIN'S DREADNOUGHTS.

Speaking in the British House of Commons on November 28, Rt. Hon. Winston Churchill, First Lord of the Admiralty, made the notable statement that "it was no exaggeration to say that Britain could lose one super-Dreadnought per month for a year and yet be in a superior position to that in which she was on the declaration of war." The subjoined list of British warships of the Dreadnought type is therefore of peculiar interest. It shows when their building was sanctioned by parliament and when they were commissioned; in the case of those under construction the date of completion is estimated and will undoubtedly be shortened by rushing work. The list is taken from Issue No. 6 of the pamphlets of the Navy League, compiled by Allan H. Burgoyne, M.P., and issued July 15, 1914.

No.	Name	Displacement in English Tons	Designed Steam Horse-Power	Speed in Knots	Estimates Provided In	When Commissioned for Service
1.	Dreadnought,	17,900	23,000	22.4	1905 Naval Programme,	Dec. 11, 1906.
2.	Indomitable,	17,250	41,000	28.7	1905 " "	June, 25, 1908.
3.	Inflexible,	17,250	41,000	28.4	1905 " "	Oct. 20, 1908.
4.	Invincible,	17,250	41,000	28.6	1905 " "	Mar. 20, 1909.
5.	Bellerophon,	18,600	23,000	22.1	1906 Naval Programme,	Feb. 20, 1909.
6.	Temeraire,	18,600	23,000	22.74	1906 " "	May, 15, 1909.
7.	Superb,	18,600	23,000	21.62	1906 " "	May, 29, 1909.
8.	St. Vincent,	19,250	24,500	21.9	1907 Naval Programme,	May, 3, 1910.
9.	Collingwood,	19,250	24,500	22.	1907 " "	April, 19, 1910.
10.	Vanguard,	19,250	24,500	22.4	1907 " "	Mar. 1, 1910.
11.	Indefatigable,	18,750	43,000	29.13	1908 Naval Programme,	Feb. 24, 1911.
12.	Neptune,	19,900	25,000	22.7	1908 " "	Jan. 11, 1911.
13.	Colossus,	20,000	25,000	22.6	1908 " "	Aug. 8, 1911.
14.	Hercules,	20,000	25,000	21.91	1909 Naval Programme,	July, 4, 1911.
15.	Orion,	22,500	27,000	22.31	1909 " "	Jan. 2, 1912.
16.	Lion,	26,350	70,000	31.78	1909 " "	June, 4, 1912.
17.	Princess Royal,	26,350	70,000	32.7	1909 " "	Nov. 14, 1912.
18.	Conqueror,	22,500	27,000	23.13	1909 " "	Nov. 23, 1912.
19.	Monarch,	22,500	27,000	21.88	1909 " "	April, 6, 1912.
20.	Thunderer,	22,500	27,000	21.45	1909 " "	June, 15, 1912.
21.	Australia,	18,800	44,000	26.89	Commonwealth Ship	June, 21, 1913.
22.	New Zealand,	18,800	44,000	26.385	New Zealand Ship.	Nov. 19, 1912.
23.	King George V,	23,000	27,000	22.127	1910 Naval Programme,	Nov. 16, 1912.
24.	Centurion,	23,000	27,000	21.886	1910 " "	May, 22, 1913.
25.	Ajax,	23,000	27,000	22.47	1910 " "	Oct. 16, 1913.
26.	Audacious,	23,000	27,000	21.5	1910 " "	Oct. 21, 1913.
27.	Queen Mary,	27,000	75,000	30.92	1910 " "	Sept. 4, 1913.
28.	Iron Duke,	25,000	29,000	21.	1911 Naval Programme,	Mar. 10, 1914.
29.	Marlborough,	25,000	29,000	21.93	1911 " "	June, 2, 1914.
30.	E. of India,	25,000	29,000	21.	1911 " "	Nov. 1914.
31.	Benbow,	25,000	29,000	21.	1911 " "	Jan. 1915.
32.	Tiger,	28,000	110,000	30.	1911 " "	Dec. 1914.
33.	Queen Elizabeth,	27,500	58,000	25.	1912 Naval Programme,	March, 1915.
34.	Warspite,	27,500	58,000	25.	1912 " "	July, 1915.
35.	Valiant,	27,500	58,000	25.	1912 " "	Aug. 1915.
36.	Barham,	27,500	58,000	25.	1912 " "	Sept. 1915.
37.	Malaya,	27,500	58,000	25.	Malay States Ship.	Jan. 1916.
38.	Royal Sovereign,	25,750	34,000	21.	1913 Naval Programme,	?... 1916.
39.	Royal Oak,	25,750	34,000	21.	1913 " "	?... 1916.
40.	Resolution,	25,750	34,000	21.	1913 " "	?... 1916.
41.	Ramillies,	25,750	34,000	21.	1913 " "	?... 1916.
42.	Revenge,	25,750	34,000	21.	1913 " "	?... 1916.
43.	Renown,	25,750	34,000	21.	1914 Naval Programme,	?... 1916.
44.	Repulse,	25,750	34,000	21.	1914 " "	?... 1916.
45.	Resistance,	25,750	34,000	21.	1914 " "	?... 1917.
46.	Agincourt,	27,500	58,000	25.	1914 " "	?... 1917.

THE END OF THE EMDEN.

CANADA shared with all other parts of the British Empire the thrill that came on the eleventh of November with the laconic cabled news that the *Emden*, the most daring and most effective of the few German cruisers at large on the high seas, had been literally "run to earth" the day before at the Cocos Island cable station in the Southern Pacific. The *Emden*, caught unawares by a larger, faster and more powerful cruiser, was soon put out of action and was beached by her resourceful captain in an attempt to escape with what was left of his crew. The facts of the engagements are familiar to all who read the newspapers.

Few, if any, incidents in the war have arrested the attention of the Empire so sharply as the destruction of the *Emden* and the fact that it was H. M. A. S. *Sydney* of the Australian Navy that succeeded in removing this remarkably successful destroyer of commerce on the seas has served only to increase general interest in the event. This has been shown in the uncommonly plain-spoken lessons read by many of the leading newspapers of Great Britain, and Canada and the United States.

The Empire's Congratulations.

The glory won by Australia in so signal an achievement was instantly recognized in Canada, and there can be no doubt that the sentiment of Canadians as a whole was well reflected in the congratulatory cablegram to the Prime Minister of Australia, sent on behalf of the Government by Sir. George Foster, acting Premier in the absence of Sir Robert Borden. The cablegram read "Bravo, Australia! All Canada congratulates you." The Australian Navy, through the Australian Government, was congratulated from every quarter of the Empire, the warm messages including an official recognition of the brilliant achievement from Rt. Hon. Winston Churchill, First Lord of the Admiralty.

This message read "Warmest congratulations on the brilliant entry of the Australian Navy into the War and the signal service rendered to the Allied cause and to peaceful commerce by the destruction of the *Emden*."

In New Zealand, as in Australia, the exploit of the *Sydney* aroused tremendous popular enthusiasm. Premier Massey of New Zealand, speaking at Pukekohe, showed how profoundly this latest success of the Australian Navy had effected his views when he made the following public statement, as quoted in a Reuter cablegram to the *Westminster Gazette*:

"The smashing of the *Emden* is another laurel for the Australian Navy. The experience of the past few weeks should be a lesson to the people of the South Pacific. The countries bordering on the Pacific should combine in providing a fleet for these seas. Where the seas are British, they should be kept British for all time".

The *London Daily Mail* correspondent at Sydney, in a cablegram published in London, November 12, said:

"There is one thing which is certain to be the outcome of the war. That will be the establishment of an Australasian instead of an Australian Navy. Mr. Massey, the New Zealand Premier, is enthusiastic concerning the work of the Australian ship in the Pacific. He says New Zealanders should thank God there has been an Australian Navy in the present crisis. Had there been no Australian Navy New Zealand's fortified towns would probably have been smashed and destroyed, for two powerful German cruisers, the *Scharnhorst* and the *Gneisenau*, were on one occasion within three days of New Zealand."

The *London Times* correspondent at Sydney similarly read the feeling in Australia in the following dispatch:

"The greatest possible satisfaction is felt here at the masterly manner in which his Majesty's Australian cruiser *Sydney* ran down the *Emden* and successfully brought her to book at Cocos Island. This exploit, following as it does on the particularly useful work carried out by the Australian Navy in connexion with the occupation of German Islands in the Pacific and other important duties, had made the Australian public realize that the sacrifices and expenditure incurred in setting up the Australian unit were not in vain.—"

British Editorial Comment.

In Great Britain the event was hailed with great satisfaction and the leading newspapers of London and the provinces vied with one another in the chorus of praise for the Australian Navy. A few extracts from some of these British journals will give an idea of the significance attached to the achievement of the Australian Navy. *London Times*, November 11.—

"We are glad to know that the distinction of disposing of the *Emden* has fallen to the King's Australian Navy, which has already done other valuable service in the Pacific, and the greatest city of the Commonwealth will be specially proud of the success of the ship which bears her name." *London Daily Mail*, November 11.—

"That the *Emden* should have been disposed of by a vessel of the Australian Navy makes the good news of her destruction doubly welcome. The achievement is a feather in the cap of our Australian fellow-subjects that all the rest of the Empire will frankly envy them; and together with the very useful work in the Pacific already standing to their credit, it overwhelmingly justifies the prescience and patriotism that led them in 1909 to start a naval unit of their own. The sacrifices which they have gladly borne are now triumphantly proved not to have been in vain."

The London Standard, November 11.—

"The hearty congratulations of the whole Empire will go forth to the Royal Australian Navy on the signal service performed by the *Sydney* in defeating the German cruiser *Emden*. This particular enemy vessel has occupied a prominent place

in the news owing to its single-handed exploits against our merchant marine in the Bay of Bengal, and it is gratifying that the work of laying him by the heels should have fallen to a cruiser of a Dominion navy brought into being for the defence of British interests in the outer seas. The Royal Australian Navy thus claims a victory in action in the third year of its existence, and justifies, if justification were needed, the patriotic determination of the people of Australia to take on their own shoulders the burden of local defence. It is true that the destruction of the *Emden* did not take place in Australian waters, but the fact that she was run to earth at the mid-ocean cable station of Cocos, half-way between Fremantle and Colombo, and on the direct route between these ports, shows that it was well within the probabilities that the German captain might have paid a visit to Commonwealth territory. Nor can it be denied that the presence of the powerful battle cruiser *Australia*, with the *Sydney* and *Melbourne* and attendant destroyers, has saved both the Commonwealth and New Zealand from attack by German raiding cruisers. The Prime Minister of the Dominion has admitted as much very frankly so far as New Zealand is concerned. In addition, it must be remembered that important military operations have been carried out in all directions in the wide Pacific, ending in the expulsion of the German flag from those waters, and it would have been impossible for this result to have been achieved without the protection of the Royal Australian Navy.

The *Westminster Gazette*, November 11.—

"The morals are, first, the quite familiar one that one armoured ship skillfully handled can do unlimited damage among defenceless merchantmen, so long as she is at large; and, second, that she can remain longer at large than was generally anticipated. Clearly we must have more fast cruisers of the same type, and when we come to reconsider the problem of the Dominion navies in the light of this war, that lesson will no doubt be remembered."

Recognition in United States.

In the United States, there was similar recognition. The *New York Herald*, November 11th, said editorially:

"It was a Colonial that did it, the *Sydney*, a ship built by colonial money, manned by colonial forces, and officered as far as possible by colonials, educated in the Imperial service of Great Britain. Such was the ship which to date has struck the most important blow of the war in England. The real satisfaction which the British fleet has is the knowledge that the *Sydney* has upheld the best traditions of that service in battery control".

The *New York* correspondent of the *London Daily Mail* read American opinion and feeling in the following dispatch published in *London*, November 11:

"The news of the destruction of the *Emden* and *Konigsberg* was received here with immense satisfaction. The American comment on what the German-American newspapers describe as the "*Emden's* heroic end" is that it must be of especial gratification to Great Britain to know that the

success was achieved by an Australian warship, in view of the virulently contemptuous tones with which the Germans invariably commented on the "uselessness" of the British over-sea Dominions for military and naval purposes."

A Canadian View.

The *Ottawa Citizen*, (Independent Conservative) said:

"The prevailing opinion would seem to be that the Australian navy has justified its existence by the events culminating in the *Sydney's* victory. Australia is thoroughly loyal to the Motherland. But along with the loyal imperial sentiment there is a very pronounced spirit of nationalism: when the naval question of imperial defence came up a few years ago the Australians had the audacity to propose the building of a fleet of their own.

An Australian writer in the *London Citizen*, Mr. W. O. Pitt, says that the naval experts to a man opposed the Commonwealth's policy: considering it a piece of ignorant wrongheadedness, the folly of which would be exposed as soon as its practical value was tested.

But the Labor government went ahead and ordered a fleet unit of one battleship, three cruisers, six destroyers and two submarines. They ordered the ships in Britain, and proceeded to make plans for building subsequent units in Australia. The Liberal party (there is no Conservative party in Australia) tried a flag-flapping campaign in favor of the battleship contribution policy. New Zealand actually made a contribution of one battleship. But now, according to Mr. W. O. Pitt, the *Emden* menace to trade and its removal by the *Sydney* has vindicated Andrew Fisher, the carpenter premier of Australia, and the Labor government. And New Zealand, with its battleship in the North Sea, is acknowledging its indebtedness to Australia for home defence; and the New Zealanders are preparing to follow or merge with the Australian plan. The *Emden's* active career seems to have settled it.

Threatened Australian Contingent.

It was nearly a month after the extermination of the *Emden* by the *Sydney* that the world was allowed to learn that at the moment when her location became known to the commander of the *Sydney*, she was undoubtedly bent on no less hazardous and daring an undertaking than an attack on the transports carrying the first contingent of Australasian troops to Europe. Cabled reports from Melbourne to London on December 4, state that Hon. George F. Pearce, the Commonwealth Minister of Defence, speaking in the senate that day, announced that when the *Sydney* intercepted the first message indicating the near presence of the *Emden*, the German corsair was actually within 100 miles of the transports carrying the troops from Australia and New Zealand. That the expeditionary forces from the Antipodes reached Egypt after a voyage that, so far as they knew, was quite without threatening incident, is undoubtedly due to the activity of the *Sydney* and her ability to take ample care of the *Emden* when she had been located.

WHAT AUSTRALIA HAS DONE.

WORLD wide recognition of the signal service rendered to the Empire by the Australian navy since the outbreak of the war is by no means confined to the exploit of H. M. A. S. *Sydney* in ridding the Pacific of the *Emden*. While this spectacular success naturally rivetted attention, some of the less showy but even more important activities of the Commonwealth Navy have been widely admitted and commented upon. Among these was the protecting of the military operations from New Zealand which resulted in the taking of Samoa and German New Guinea, while most important of all was the patrolling of Australasian territorial waters with the result that commerce in those waters has been just as safe in time of war as in peace.

A Canadian Tribute.

The *Montreal Gazette*, (Conservative) in a recent editorial, drew attention to the occupation of German territory in the Samoan group by the Government of New Zealand and pointed out the very significant fact that it created a new record for the Overseas Dominions of the Empire, this being the first instance of the seizing of enemy territory by one of the Dominions.

The *Gazette* shows that a large part of the credit for this record is due to the Australian Navy. It says: "It cannot be forgotten that the success of the New Zealand expedition was largely due to the assistance of the Commonwealth Navy. The Australian Government, has indeed, politely congratulated the sister and neighbor Dominion on the achievement which it was able to carry to success. But this generous silence, on the part of the Commonwealth, can hardly be taken to imply ignorance on Australia's part of the very real service that her ships have conferred on New Zealand. In conjunction with the China squadron, they were able to effect the security of the Pacific Ocean routes. While, therefore, New Zealand is reasonably proud of having carried out the mission entrusted to her, and while now, as ever, she is gratefully conscious of her supreme obligations to the British Navy, she cannot fail thankfully to recall her special indebtedness to the willing and most timely help of the ships of the Commonwealth."

Prophecy fulfilled by Australia.

The *London Morning Post*, one of the most Conservative of British journals, recently published a notable tribute to the Australian Navy by Richard Jebb, an accepted authority on Imperial affairs. Mr. Jebb said "By no Englishman can the part played by the Australian Navy be more heartily appreciated than by those who for years have tried to uphold the Dominions in their policy of creating a navy of their own, and in which the Australians have so splendidly persevered, against persistent official and un-official attempts to substitute a system of contribution to a centralized navy. Ten years ago I wrote 'In the days of Armageddon their ships shall range with ours'. Little did I then imagine how soon or how strikingly that prophecy would be fulfilled."

Another Expert Opinion.

Another notable contribution to the discussion is contained in a lengthy article on "The First Two Months of War", contributed to the *British Quarterly Review* by Archibald Hurd, another distinguished authority on Imperial military matters. Dealing in the second part of his article with the operations on the sea, and contending that an Imperial squadron of fast cruisers should have been provided by the Imperial authorities in conjunction with the Overseas Dominions, Mr. Hurd said;

"If such a free-moving naval force of swift ships — battle cruisers and light cruisers — had existed when hostilities began, it cannot be doubted that we should have been spared the losses of British merchant ships owing to the activity of a comparatively few German free-lances. With such a fast squadron, tied by no strategical consideration to any one sea area, but at complete liberty to divide so as to suit the conditions which came into view at the beginning of hostilities, the Admiralty would have been in such a position immediately to hunt down the German vessels on the trade routes of the Empire. Thus not only would the lines of communication between the United Kingdom and the Dominions on the one hand, and between British and neutral markets on the other, have been rendered free from peril, but no inconsiderable loss due to the enemy's depredations would have been saved. The economies of peace are the extravagances of war. Nelson's repeated cry was 'more frigates, more frigates'. The lesson which may be deducted from experience of war on the sea may be expressed in modern terms, 'more cruisers, more cruisers — and swift ones'."

JAPAN AND THE WAR.

CRITICS of the alliance between Great Britain and Japan as well as those who inveighed against the policies of the Laurier administration in respect of Canadian-Japanese relations generally, have had their answer in no uncertain way in the splendid activities of the Japanese army and navy during the past four months. The eviction of the Germans from Kiao-Chau and the occupation of a number of German islands in the Pacific by Japanese forces are but a part of the work accomplished by our ally in the far east. Ships of the Japanese navy have scoured the broad Pacific and it is likely that not until the war is over will Canadians be allowed to learn just the extent of the work done in protecting British commerce between the Orient and Canada. Much of this patrol work has been done at no great distance from our own Pacific coast, a circumstance that should appeal particularly to Canadians. At last reports, the main Japanese fleet was co-operating with a British fleet in South American waters. Japan is living up to the spirit and the letter of her alliance with Great Britain.

DIARY OF THE MONTH.

1914.

November.

- 6 CHATEAUGUAY ELECTION TRIAL is "continued" for eight months at suggestion of Chief Justice, and with consent of the petitioners.
- 6 NORTH ONTARIO CONSERVATIVES in Convention at Beaverton, nominate MAJOR SAM. SHARPE, Uxbridge.
- 7 HON. T. C. CASGRAIN, (Quebec County) and HON. P. E. BLONDIN, (Champlain) returned by Acclamation.
- 11 SOUTH HURON LIBERALS, in Convention at Clinton, nominate THOMAS MACMILLAN, Hullet Township.
- KENT (ONT.) CONSERVATIVES, in Convention at Chatham, decide to defer nomination of Candidate for next election.
- 15 HON. WILLIAM TEMPLEMAN, former Minister of Mines in Liberal Administration, died at Victoria, B.C.
- 17 WETASKIWIN (Alberta) PROVINCIAL BY - ELECTION, HUGH J. MONTGOMERY, (Lib.) elected by majority of 518, increase of 318 in Liberal majority at general elections.
- SASKATCHEWAN CONSERVATIVES, in PROVINCIAL CONVENTION at Regina, elect officers and pass resolutions. Addressed by HON. ARTHUR MEIGHEN, Solicitor-General.
- 18 HON. L. P. PELLETIER, former Post-master-General, appointed JUDGE OF THE SUPERIOR COURT OF QUEBEC.
- 19 Finding of ROYAL COMMISSION on charges preferred against PREMIER FLEMMING of NEW BRUNSWICK, made public by Lieut-Gov. Wood.
- 20 SIR WILFRID LAURIER celebrates his 73rd BIRTHDAY at Ottawa receiving congratulations from His Majesty King George, Premier Asquith and Statesman in all parts of the world.
- 20 WEYBURN, (Sask.) LIBERALS in Convention, nominate C. M. HAMILTON for new Federal riding of Weyburn.
- 21 SIR ROBERT BORDEN announces new plans for recruiting Canadian volunteers on a basis of keeping 50,000 men continually in training in Canada, exclusive of 8,000 on service on garrison and guard duty.
- 22 HON. WALTER G. MITCHELL, Provincial Treasurer of Quebec, succeeding P. S. G. Mackenzie, deceased, elected by acclamation for Richmond County.
- SIR WILFRID LAURIER addresses Women's Canadian Club of Quebec, on "The Study of the French and English languages in Canada".
- 23 HON. RODOLPHE LEMIEUX addresses Nomads' Club, Montreal, on "Why We Stand By Great Britain."
- 24 DELEGATION OF GRAIN GROWERS AND MANUFACTURERS wait on Dominion government asking for commission to enquire into improved methods of production in Canada.
- 25 STRATHCONA (Alta.) CONSERVATIVES, in Convention, nominate REV. A. R. ALDRIDGE of Edmonton.
- 26 WEYBURN (Sask.) CONSERVATIVES in Convention, nominate DR. G. A. BOWMAN of Weyburn.
- MEDICINE HAT (Alta.) CONSERVATIVES in Convention, nominate N. D. SPENCER, M. L. A., of Medicine Hat.
- 27 ANNUAL MEETING OF GENERAL REFORM ASSOCIATION of Ontario at Toronto. Addresses by HON. W. L. MACKENZIE KING, HON. G. P. GRAHAM, MR. N. W. ROWELL, MR. F. F. PARDEE, M. P., and others.
- 28 LINCOLN (Ont.) CONSERVATIVES, in Convention, nominate JAMES D. CHAPLIN of St. Catharines.
- NORTH ESSEX CONSERVATIVES, ANNUAL MEETING at Windsor.
- 28 VANCOUVER (B. C.) LIBERAL MEETING addressed by HON. JOS. MARTIN, MR. RALPH SMITH, MR. H. C. BREWSTER, MR. M. A. MACDONALD and others.

FIFTEEN TO THREE.

IN the British House of Commons on November 28, the First Lord of Admiralty, moved by criticisms regarding the accidental loss of the Bulwark a day or two before, delivered his heartening statement as to the strength of the British Navy, from the official report of which, the following extract is taken;

"But although I cannot tell the number of ships which have joined the flag since the declaration of war, I can say, first, that the relative strength of the Fleet is substantially greater now than it was at the outbreak of the war, and, in the second place, I can indicate the reinforcements which both countries will receive between now and the end of 1915. The maximum reinforcement which Germany can receive between now and the end of 1915 — it is not possible to construct any other ships within the period, or by any human agency to add to these numbers—is three ships on the figures I have given—the Lutzow, the Kronprinz, and the Salamis, which is a Greek ship which will presumably be taken over.

Two years ago I set up a Committee at the Admiralty to go into the whole question of the

acceleration of new construction immediately after an outbreak of war so that the greatest possible number of deliveries could be made in the shortest possible time. Very elaborate reports were furnished and a complete system was worked out in every detail. In carrying out this system we have been aided by the patriotism and energy of the workmen in all the yards, who have strained their physical strength to the utmost, and have by so doing made themselves in fact the comrades of their fellow-citizens who are fighting in the trenches at the front. During this period, between the beginning of the war and the end of 1915, while the Germans will be receiving an accession of three ships, we shall receive the following ships:—The Agincourt and the Erin, acquired from Turkey, the Tiger, the Benbow, the Emperor of India, the Queen Elizabeth, the Warspite, the Valiant, the Barham, the Resolution, the Ramillies, the Revenge, the Royal Sovereign, the Malaya, and the Ammirante Latore, which has been acquired from Chile and will be renamed the Canada—a total of 15 ships in all. All these ships are, of course, of the greatest power of any vessels that have ever been constructed in naval history, and it is no exaggeration to say that we could afford to lose a super-Dreadnought every month for 12 months without any loss occurring to the enemy, and yet be in approximately as good a position of superiority as we were on the declaration of the war.

SOLIDITY OF BRITISH CREDIT.

THE British House of Commons, after a short and momentarily busy session, adjourned on November 28 until February 2, 1915. The closing sitting was notable for speeches of great importance made by Rt. Hon. Winston Churchill on the navy, and Rt. Hon. Lloyd George on the finance of the war. In announcing that the new war loan of approximately £440,000,000, had been very largely over subscribed, the Chancellor of the Exchequer reviewed the general condition of British finance in facts and figures, the sense of which has not been conveyed to Canada in the meagre cabled reports. The following summary of this important statement is taken from the *London Times*;

"In spite of the war, the Chancellor of the Exchequer declared, we are still supreme in international trade and commerce. The British money market is in a better position to-day than any other in the world. When we were borrowing for a war costing us from £300,000,000 to £500,000,000 a year, other countries were coming here to borrow. The balance in the Bank of England at the beginning of the war was £26,000,000. We did not suspend the Bank Act or gold payments, the Bank rate has been put down, and the gold in the Bank now amounts to £85,500,000. We are practically raising £440,000,000 in the same market for the same purpose under the same conditions. The feature of the loan has been the enormous number of small applicants, nearly 100,000, as compared with about 25,000 who applied for the last loan in the Boer War; Mr. Lloyd George announced that the first allotments will be made to these patriots."

WAR HELP FROM THE DOMINIONS AND COLONIES.

THE people of Canada have just cause for pride in the unexampled generosity of the Canadian response to the needs of the Empire in time of War. Gifts of foodstuffs and comforts of every kind for the soldiers as well as for the relief of those suffering from the results of war, have been given loyally and unselfishly. Details of these Canadian contributions are generally known, but it will be of interest to note what some other parts of the Empire are doing. These particulars are taken from Official White Papers, and show that the same spirit of loyalty and service has been shown by even the most outlying parts of the Empire.

From the White Paper (Cd. 7608) are taken the following items:

Australia.—1000 gallons of port wine “for the sick and wounded soldiers in hospitals”; Queensland, 5,600 lb. butter, 16,220 lb. bacon, 550 cases of pressed beef, 9,600 lb. condensed milk, 2½ tons of arrowroot (for army purposes), 50 cases of condensed milk, “contributed for the benefit of children of the Empire.”

Barbados.—£20,000 from the Colonial Treasury (welcomed in the form of sugar).

British Guiana.—1,000 tons of sugar.

Falkland Islands —£2,250 from the Legislative Council (equal to £1 per head of the population) for the National Relief Fund, in addition to £750 collected privately.

Jamaica.—Sugar.

Leeward Islands (St. Kitts and Nevis).—£5,000 to the Prince of Wales's Fund.

Mauritius.—1,000,000 lb. of sugar for the Army and 1,000,000 lb. for the Navy.

Southern Rhodesia (Agricultural Union).—Maize.

Windward Islands.—From Grenada, £6,000 worth of Grenada cocoa for the use of the forces, and £4,000 for the Prince of Wales's Fund; from St. Vincent, £2,000 worth of St. Vincent arrowroot for the forces, 250 barrels of arrowroot from the planters, and contributions for the Prince of Wales's Fund.

Trinidad.—£40,000 worth of cocoa.

Queensland.—£2,500 for relief of distress (£1,000) and “to maintain the efficiency of the defenders of the Empire” (£1,500).

A later White Paper, issued about November 1, recorded the following additional contributions, which included the later offerings from Canada:

Canada.—£20,000 from the women of Canada for forty motor ambulance cars, half for use in France and half in England, and £37,192 for a naval hospital with 100 beds to supplement the *Haslar* Naval Hospital at Portsmouth; £20,000 from Nova Scotia to relieve distress caused by the war (in lieu of 100,000 tons of coal previously promised).

Australia.—£100,000 for a grant to Belgium; one ton butter “for the use of wounded British soldiers”; shipments of sheep (Pastoralists' Union of New South Wales) for British troops and “sufferers in Belgium”; 60 tons of biscuits (Sydney Chamber of Commerce); foodstuff to the value of £1,950 (from readers of the *Brisbane Courier*, third instalment).

Jamaica.—300,000 Jamaica cigarettes “for use of British troops at the front”; £13,000 for funds for sailors, soldiers, etc., and large presents of oranges and cocoa.

Sierra Leone.—£5,000 from the Legislative Council for the Prince of Wales's Fund.

Leeward Islands.—£4,000 for the Prince of Wales's Fund, and £1,000 for the Belgian Relief Fund, from the Dominica Legislative Council; 1,248 lb. of guava jelly from Montserrat for the military and naval hospitals and the British forces in the field.

Bermuda.—£3,450 per annum for fifteen years (approximately £40,000) towards the cost of the war.

Ceylon.—£15,000 for the Prince of Wales's Fund.

New Zealand.—£1,000 from the Citizens' Committee of Gisborne as a further contribution for the relief of British distress caused by the war; £1,000 from Dunedin for the relief of Belgian poor.

Bahamas.—£10,000 from the Legislature as a contribution to the expenditure of the war, “being justly proud of the action of His Majesty's Government in upholding the honour and plighted word of Great Britain.”

Windward Islands.—£2,000 from the St. Lucia Legislative Council for the purchase of St. Lucia cocoa for the use of the Forces, and £1,000 for the Prince of Wales's Fund.

Fiji Islands.—£5,000 for the Prince of Wales's Fund.

Gambia.—£10,000 from the Legislative Council for the Prince of Wales's Fund.

Falkland Islands.—£4,000 for the Prince of Wales's Fund.

British Guiana.—\$12,816 for the Prince of Wales's Fund, and gifts of clothing.

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