

9/

THE
VIGOROUS AND PROGRESSIVE

Western Policy

OF THE

Borden Government

(Revised edition)

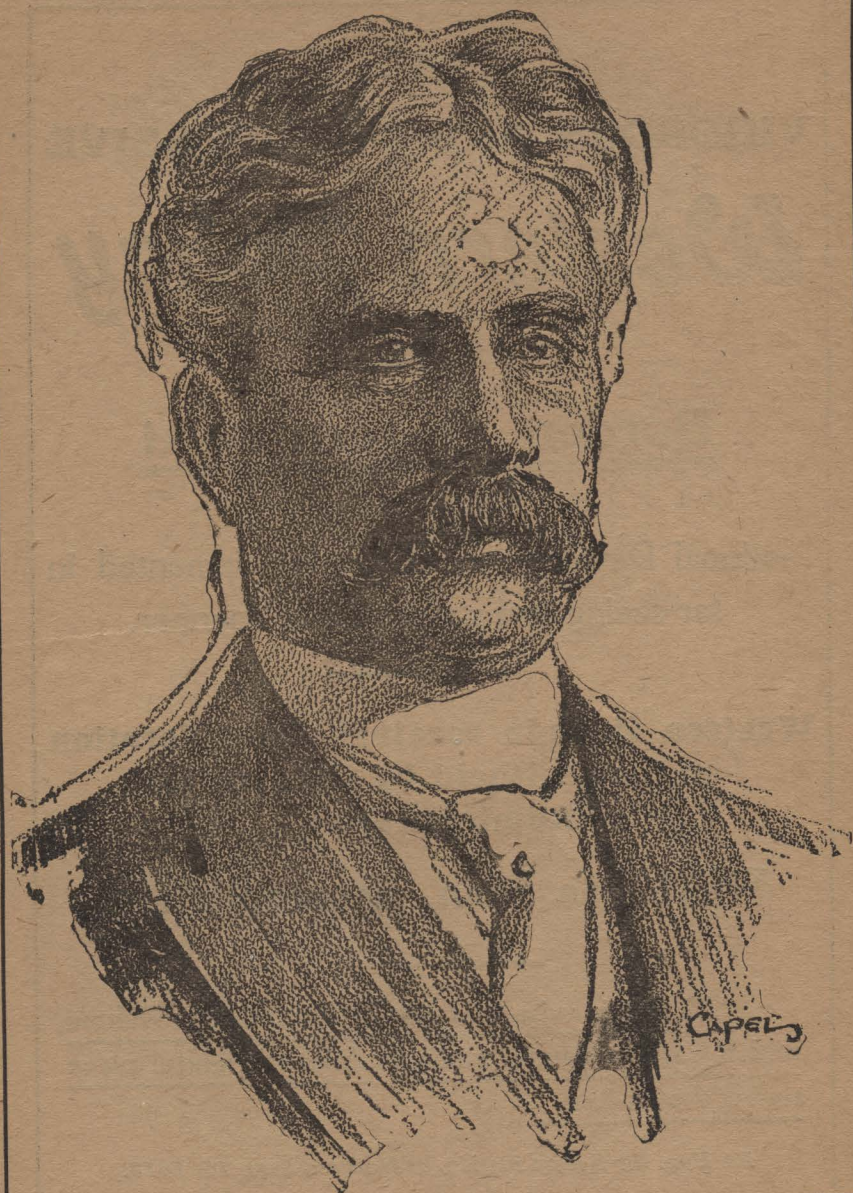
National Development being supplemented in
far-seeing and statesmanlike manner.

**Western Canada receives Consideration
so long withheld by the Laurier
Administration**

What has been Accomplished

"All this is wise and useful expenditure without
which Canada cannot attain or hold its rightful place
among the nations."

Rt. Hon. Sir Robert Borden, at Halifax, Sept. 16, 1913.



Rt. Hon. Sir Robert Borden, P.C., G.C.M.G.
Prime Minister of Canada.

THE
VIGOROUS AND PROGRESSIVE
WESTERN POLICY
OF THE
Borden Government

Introduction

That Western Canada occupies the proud position it does today is largely due to the Conservative party. It was the broad-minded statesmanship of Sir John A. Macdonald and his colleagues which made Western Canada a part of confederation. It was through the courage and the foresight of the Conservatives that the C. P. R. was built, enabling the West to enter upon its great development period. It was Conservative statesmanship in the past which gave Western Canada its opportunity and its impetus. Today a Conservative administration is in power, and, as before, special attention is being given to the West and its problems are being carefully studied and satisfactorily solved.

In the formation of his cabinet, Sir Robert Borden recognized the growing importance of Western Canada. The Laurier cabinet contained but two western ministers. Sir Wilfrid refused to increase the number. The Conservative leader, upon coming into power, doubled the number of western ministers. He appointed Hon. Robert Rogers Minister of Interior, and later promoted him to the important portfolio of Public Works. Hon. Dr. Roche was made Secretary of State, and subsequently given the wider portfolio of Interior. Hon. Martin Burrell was made Minister of Agriculture, while Senator Loughheed was made Minister without portfolio. Under Sir Wilfrid Laurier the three prairie provinces had but one cabinet minister. Sir Robert Borden gave them three. Since then Sir Robert has made Hon. Arthur Meighen Solicitor-General, so that the West now has no less than five ministers, and of that number the three prairie provinces have four. Sir Robert Borden, at the very beginning of his ministerial career, showed that he appreciated the importance and the needs of the West. This fact his policies since have more than emphasized.

Inadequate transportation and grain storage facilities.

When the Conservatives came into power in 1911 they found the west suffering from inadequate transportation and grain storage facilities. Every fall occurred disastrous grain blockades and car congestion, which hampered the development of the country, and resulted in a loss of many thousands of dollars to the farmers and the business men each year. Mixed farming under such conditions was languishing, while exorbitant freight and express rates prevented the people from realizing an adequate return upon their produce. The Borden Government deserves the support of the people of the west, if for no other reason, for having solved the grain blockade problem and for having furnished better transportation and storage facilities.

During the years 1901 to 1911 grain blockades were the rule under the Liberal regime. Every season transportation was so thoroughly tied up that millions of dollars were lost through inadequate storage and exits. And conditions were growing worse. The Liberals had no solution to offer except to turn our products south over American lines. The fall of 1911 saw the most serious blockade of all, when the whole transportation system of the west seemed to collapse. The new cabinet lost no time in dealing with the situation. The Prime Minister, Hon. Robert Rogers and Sir George E. Foster took up the problem in earnest. The railways, in the first place, were given to understand that they must furnish improved and increased rolling stock. The grain trade of the west was placed under a Commission, with practical men at the head, and they have accomplished wonders. They have won the confidence of farmers, grain men, and elevator men alike, and their work is highly appreciated in the west. Car distribution, one of the great complaints of the western farmer, has been satisfactory under the Commission, inspection has been improved, and grain mixing in the west has practically disappeared. The removal of the annual car congestion has had the effect of placing almost upon a level the Canadian and American prices, and it is a striking fact that for the past two years Canadian prices have averaged higher than American prices. So successful has been the handling of the grain trade in the west by the Commission that last session of Parliament its scope was extended to Eastern Canada, and now the Grain Commission will exercise supervision and protection over the wheat of the western farmer from the time it leaves the farm until loaded on the ship for Liverpool. It was found that mere supervision in the west was not sufficient, as there was still a possibility of mixing in the eastern elevators. This will now be remedied. The mixing evil by which the western farmer under the Laurier regime was robbed of thousands of dollars annually has been abolished, and the millions lost to that country yearly owing to the annual blockade have been saved by the progressive policy of the Borden Government.

The Government's elevator policy solves grain blockade problem.

One of the chief factors in solving the grain blockade problem was the policy adopted by the government of building terminal storage elevators. Sir Robert Borden made a pledge before the last election that if elected to power he would construct a system of such elevators. The western grain growers for years had urged such a step, but Sir

Wilfrid Laurier refused, and the grain growers had to wait the assumption of office by the Conservatives before such a policy was inaugurated. Within a few years' time, under the vigorous elevator policy of the present government, there will be great public-owned elevators at all the main outlets for western grain. In record time the government built at Port Arthur a three-million bushel elevator, which is recognized as the finest and most up-to-date of its kind on the continent. The construction of this elevator has relieved the grain blockade at the head of the lakes. Tenders have already been called for a huge government transfer and terminal elevator at Port Nelson. When the steel of the Hudson's Bay Railway reaches tidewater the elevator will be completed, so that ships may be loaded for the old land with western wheat. In addition, a site has been purchased for a terminal elevator at Vancouver, and tenders will be called for very shortly. All of these elevators will be controlled by the Grain Commission, so that complete supervision of the trade is in the hands of the Government. Ample property has been secured at all these points, so that extensions can be made to government elevators or others built as the trade demands from time to time. In addition, the Montreal Harbour Commission is planning this year for a two and a half million bushel addition to one of its elevators, increasing the total capacity to six million bushels. To take care of the trade over the National Transcontinental, another great terminal elevator is being built at Quebec under the supervision of the Harbour Commission. These eastern elevators, although not controlled by the Grain Commission, are under their supervision and subject to their inspection. At all the great outlets for western wheat, on Lake Superior, the St. Lawrence River, the Hudson's Bay Railway, and the Pacific Coast, it will be seen that the government is providing, or has provided, increased facilities. Is it any wonder that the grain blockade problem of the west has been solved by the Borden Government?

System of internal storage elevators throughout the prairie provinces.

Supplementing the policy of terminal storage elevators, the government has followed it up by a policy of building throughout the prairie provinces a system of internal storage elevators, and it is safe to say that no policy of the government has met with more unanimous endorsement. Such a system had been long advocated by such western Conservative leaders as Hon. Robert Rogers and Hon. Dr. Roche. To prevent car congestion by eliminating the immediate necessity of the long haul to the ports, it was felt that some system of internal storage was necessary. The Grain Commission, at the request of the Government, investigated the subject, and recommended inaugurating a system of big storage elevators throughout Saskatchewan and Alberta. No time was lost in carrying this policy into effect. Sites were secured—or rather donated—in Saskatoon and Moose Jaw, and tenders were called for. The elevators in these two cities are ready to handle this year's crop. Both these elevators have a capacity of 3,500,000 bushels, and in addition can be increased until they have the enormous capacity of twenty million bushels. Both these elevators are also furnished with the most up-to-date hospital and cleaning apparatus. This spring a third tender was let for another big elevator in Calgary, and the work is well under way. As fast as production requires it additional elevators will be built throughout the west. By means of these the railways will be relieved in the harvest rush of the long haul to the ports of much of the grain, and the work of trans-

portation will thus be spread over a greater period. The farmer will be able to receive returns in a few days instead of waiting for weeks, as formerly. In addition, farmers storing grain in these elevators will have the choice of markets and routes. Grain can be shipped by the Hudson's Bay Railway, the Lake Ports, or the Pacific as desired. What is of equal importance is the effect these great storage elevators will have on the milling industry. At the points of their location it is believed that great milling centres will be established, furnishing vast quantities of by-products to aid the mixed farming industry, and giving employment to thousands of men. There will also be a great saving to the farmer in having grain cleaned so near the point of shipment, thus saving much on freight, which has formerly been paid on noxious and other useless grain. These elevators will all have drying plants, and grain which heretofore spoiled during the long haul to the ports will be saved. For the purpose of supplying pure seed grain, these elevators will be invaluable to western farmers, and this season a million bushels of pure seed grain will pass through them. The policy of internal storage elevators inaugurated by the Conservative Government will save millions to the farmers of the west, and will greatly encourage the industrial enterprises on the prairie.

The Hudson's Bay Railway project no longer a pre-election promise.

For two generations the building of the Hudson's Bay Railway has been one of the dreams of the west, which has long been convinced not only of the practicability, but the necessity, of the road. For fifteen years the Liberals promised that this enterprise would be carried to completion, and before every election in the west they promised, as one of the planks in their platform, "the immediate completion" of the Hudson's Bay Railway. It was nothing more than an election promise. After each election no more was heard of the line. Just previous to the 1908 contest Sir Wilfrid Laurier made an announcement that the road would be rushed to completion. If returned to power, he declared, it would be carrying grain in three years' time. Three years later, when the Liberals left office, not one rod of steel had been laid. Two weeks before the last election, as a very obvious bribe to the west, a contract was hurriedly let, but no work was done. Hon. Robert Rogers promised the west that if the Conservatives were returned to power the Liberal policy of delaying the construction of the Hudson's Bay Railway would be replaced by one of hastening its completion. This pledge has been fully redeemed. Hon. Frank Cochrane, when he came into office as Minister of Railways and Canals, found that no attempt had been made to secure any information as to navigation on the Hudson's Bay straits or bay. There was no information as to the ports. The Liberals apparently, if they had built the road, would have run it to tidewater and then allowed it to remain idle for years while a harbour and docks to permit carrying away the grain was built. With extraordinary energy, Mr. Cochrane sent expeditions north with expert engineers, and on their advice Port Nelson was chosen as the best port. Within two years after succeeding to power, the Conservatives had the whole road under contract and nearly half of it completed. Today the road is well on the way to completion. At the same time, the development of the outlet is being carried on, so that when the road reaches its terminus at Port Nelson, harbour, docks, and elevators will be found

in readiness to care for the traffic. To do this, the Government is proceeding with the development of a harbour under circumstances never before attempted. All the material has to be conveyed from Atlantic ports through Hudson's Straits to Port Nelson, and communication with the work is only possible during summer months. A contract is being arranged for a large government-owned transfer and terminal elevator to be in readiness to receive the first grain shipped over this new route from the prairie to the markets of Europe. In three years the Conservatives will have completed railway and harbour which for fifteen years the Liberals promised every election and as often failed to redeem their promise.

Liberals block Government's proposals regarding improvement of highways.

When the Conservative party appealed for the support of the electors in 1911, they promised to introduce a system of improved highways for all Canada. The Laurier Government had persistently ignored the great need for good roads. It had helped the railways whenever and however the railways wanted help, but it had done nothing to assist the farmer in getting his produce to the railways. The farmer was left to look after himself. A commission appointed by the Liberal Government in Saskatchewan reported that one of the heaviest items in the transportation of grain was the cost of carriage from the wheatfield to the shipping point—an argument for good highways.

Sir Robert Borden, in the manifesto issued by him to the people of Canada in August, 1911, announced as one of the chief planks in the platform of the Conservative party:—

“The granting of substantial assistance towards the improvement of our public highways.”

The first session of the new Parliament found the Borden Government ready to redeem this pledge. The Highways Improvement Bill was introduced, providing for an expenditure of one million dollars on good roads, the money to be divided among the provinces. As set out in the estimates, the money was apportioned to the provinces on a basis of population, as follows:—

Alberta	\$ 52,189.90
British Columbia	54,669.52
Manitoba	63,460.10
New Brunswick	49,019.86
Nova Scotia	68,576.90
Ontario	351,466.64
Prince Edward Island	13,059.70
Quebec	278,964.80
Saskatchewan	68,592.58

This legislation was directly in the interests of the farming industry of Canada. It was legislation for which the farmers of Canada stood in great and immediate need. The Liberals attacked the bill in the Commons and induced their friends in the Senate to kill it.

Bear in mind that the Borden Government was fresh from the people with an emphatic mandate from them on this very policy of better highways. The Government lost no time about it, but announced in the Speech from the Throne that legislation would be introduced for the purpose of enabling the Dominion Government to co-operate with the provinces in the improvement of highways. In accordance with this

announcement the bill "to encourage and assist the improvement of highways" was brought down by the Government.

The Liberals fought it from the start. They declared war on the good roads policy during the debate on the address. Sir Wilfrid Laurier and Hon. William Pugsley, the two most important Liberal front benchers, were conspicuous in the attack upon the bill. On the motion for the second reading Sir Wilfrid attempted to kill the whole project with a motion that the bill "be not now read." The Opposition backed him up in his fight against the farmer, and divided the House on the third reading. Failing to kill the bill in the Commons, they succeeded in the Senate.

By this action of the Liberal party every province of Canada lost the share of the million dollar appropriation to which, on a basis of population, it was entitled. The Government was left without authority to spend a single dollar on good roads anywhere in Canada.

So much for the first session.

Government endeavoured to pass the legislation second session but again blocked.

When the session of 1912-13 came the Government was still mindful of its promise to the people. In the hope that the Liberals would adopt a sensible attitude, the Highways Bill was reintroduced and the estimates again contained the necessary appropriations, divided on a basis of population. But the total in the second year was increased from one million dollars to a million and a half, of which each province would have received:—

Alberta	\$ 78,282.00
British Columbia	82,005.00
Manitoba	95,196.00
New Brunswick	73,524.00
Nova Scotia	102,870.00
Ontario	527,201.00
Prince Edward Island	19,584.00
Quebec	418,449.00
Saskatchewan	102,889.00

The hope that the Liberals would act reasonably in 1913 was a vain hope. The bill was introduced on December 11, 1912, and the second reading moved on April 21, 1913. The Liberals again attacked it, fought it at every stage and made every effort to kill it. Sir Wilfrid Laurier once more moved that "the bill be not now read a second time," and on the third reading the whole Opposition lined up against the measure. The bill passed the Commons despite the hostility of the Liberals, but the Laurier majority in the Senate repeated the performance of the previous session. They did the work of their friends in the House of Commons and the bill was killed.

The Government was left again without authority to help the provinces in the development of good roads.

Thus in two years, through the action of the Liberals in Parliament, the provinces of Canada lost:—

Ontario	\$ 878,668.00
Quebec	697,414.00
Nova Scotia	171,447.00
New Brunswick	122,544.00
Prince Edward Island	32,644.00

Manitoba	158,656.00
Saskatchewan	171,482.00
Alberta	130,472.00
British Columbia	136,675.00

In the session of 1913-14 the Liberal party was still in control of the Senate. The Liberal attitude of hostility to the policy of good roads had not changed, so the Government did not reintroduce the bill, which the Liberals would unquestionably have killed a third time.

But the policy of the Government on the question of good roads has not changed. It is the same as when Sir Robert Borden made his first promise to the electors, and it will be carried into effective operation so soon as it is possible to get the necessary legislation through Parliament. When Sir Wilfrid Laurier is no longer able to flout the expressed will of the people of Canada through his control of a majority in the Upper House there will be inaugurated in Canada a Dominion-wide system of good roads, planned and built with the aid of the Borden Government.

The boundaries of Manitoba extended. A grave injustice is remedied.

For many years the question of the extension of the boundaries of Manitoba to place it on an equal basis with other Western provinces as regards area was a vexed question. Hon. Robert Rogers, while in the Manitoba Government, had earnestly fought for this right. He was ably assisted by the Federal Conservative Manitoba members. Sir Wilfrid Laurier, in his hatred of a province that had thrown off his domination, persistently refused to do justice to Manitoba. His policy was a determination to keep Manitoba the "postage stamp" province. Within less than a year after the accession to power of the Conservative administration Manitoba received justice—the boundaries of the province were extended to Hudson's Bay and northward the same distance as Alberta and Saskatchewan, increasing the area until it was on a parity with the other prairie provinces. In addition, a grant of \$2,000,000 was made to make up for arrears due this province. By the extension of its boundaries, Manitoba now contains great areas of fertile agricultural lands and rich natural resources, and has on Hudson's Bay two ports—Nelson and Churchill—bound to be great outlets for western trade. Manitoba immediately received from the Borden Government the just treatment long refused by Sir Wilfrid Laurier.

Water power resources of the west conserved to the people.

Realizing that cheap hydro-electric energy will be one of the most important factors in the progress and industrial development of Western Canada, one of the first acts of Hon. Robert Rogers as Minister of Interior, was to create and organize a Dominion Water Powers Branch, in the Department of the Interior, with the necessary expert engineering staff. When his successor, Hon. Dr. Roche, was called to the Department of Interior, he continued this policy of conservation of the water powers for the people. Immediately on its organization this branch commenced a thorough investigation of the power situation in the provinces of Manitoba, Saskatchewan and Alberta. Complete surveys have been made of all the known economic power sites. As a result of these surveys the Govern-

ment is now in a position to dictate water power developments which will realize the maximum possible advantageous utilization of the power possibilities of the country. Furthermore, the Government has adopted a well-considered and cautious policy of water power administration, which even conservation experts claim to be consistent with the most approved tenets of that great movement, the "Conservation of our Natural Resources." The Water Power Regulations, under which all power concessions in the West are now made, provide for rights for limited periods only, and afford every reasonable protection to the public in the way of rentals with periodic revisions, control of rates by the Dominion Railway Commission, and a general complete control over the whole development in so far as its operation in extent and efficiency is concerned. At the same time the regulations provide sufficiently attractive opportunities to interest the capitalists in the development of western water powers as there may be a demand.

Consistent with this policy, the Government has reserved all available land contiguous to known power sites, or that may be required for storage sites in the future, such land to be disposed of only under the Water Power Regulations.

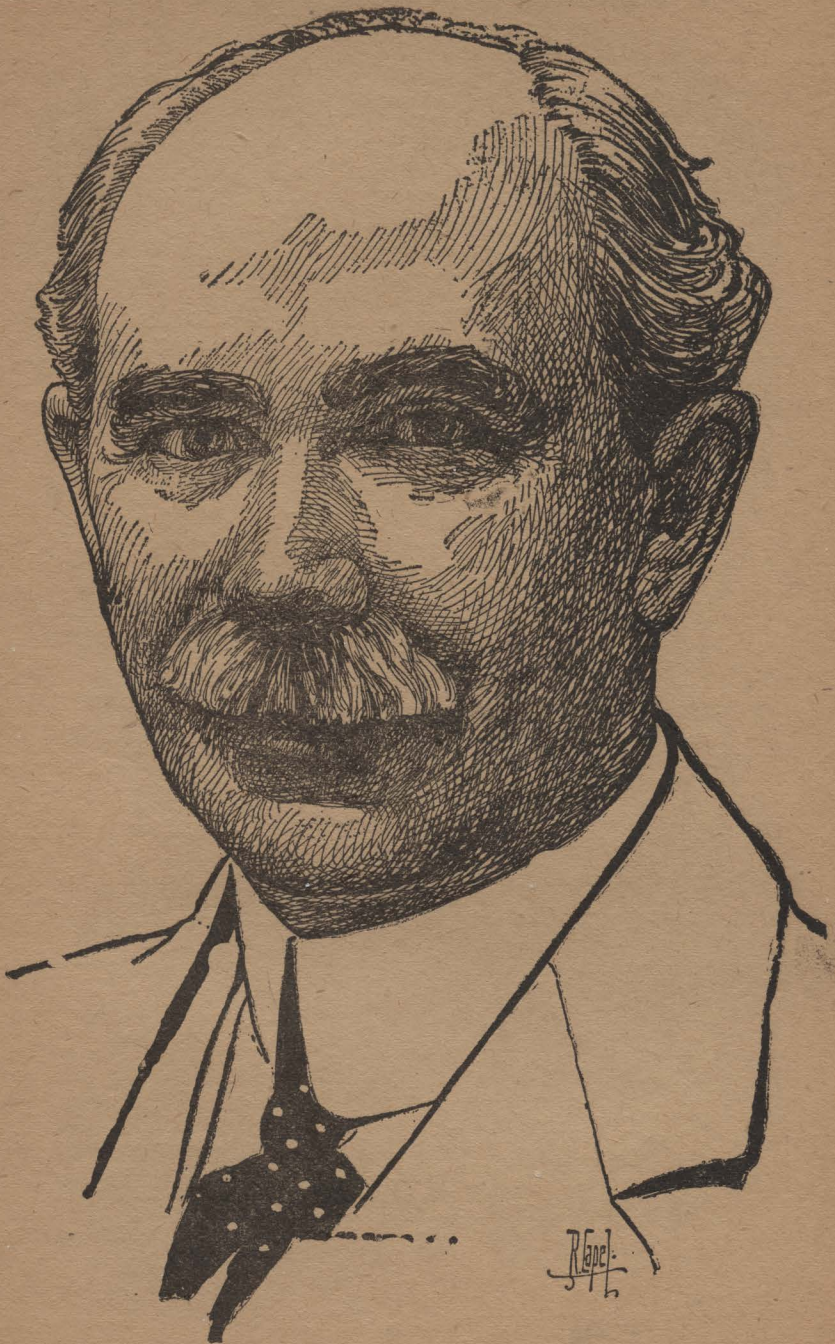
The Government has also taken a strong stand, through the Water Powers Branch, against the exploitation of the public by promoters interested in power projects of doubtful economic possibilities, and has even issued public warning against stock selling campaigns in connection with schemes that were found, after careful investigation, not to be feasible from a commercial or economic point of view.

A thorough and complete investigation has been made of the power possibilities of the Winnipeg and the Bow Rivers, and also of the possibilities of economic power development within feasible transmission distance of the main commercial centres of the West. These investigations are exceedingly satisfactory in that they show that there are large quantities of dependable water power available for immediate development. Full reports are now being made.

Canada's waterways and harbours being vastly improved.

Under the Laurier administration the harbours and waterways of the Dominion had been permitted to become inadequate for our commerce. The new government immediately took action to remedy this condition, and under the aggressive leadership of Hon. Robert Rogers, Minister of Public Works, and Hon. Frank Cochrane, Minister of Railways and Canals, our canals and harbours are being developed not only to meet present conditions, but for years to come.

Water transportation is the cheapest method of conveying merchandise. The present Government has adopted a policy, which, in a few years, will make it possible for ocean liners to load western grain at the head of the lakes and without transshipping carry it to the European markets. A new Welland Canal, costing \$50,000,000, is under construction, land has been purchased for a new Soo Canal, and the policy adopted also calls for a corresponding waterway in the St. Lawrence. This will make it possible for the largest ocean freighters to load at Port William and without transshipping unload at Liverpool. The feasibility of the Georgian Bay and Ottawa River waterway is being investigated, and another waterway for western grain may be secured. At the same time the great national ports of Halifax, St. John, Montréal, Québec, Toronto, Fort William, Port Nelson, Victoria, Vancouver and Prince



Hon. Robert Rogers

Minister of Public Works who has done a great work
for Western Canada.

Rupert are being developed on a tremendous scale to meet the present and future demands of Canada's great trade. Under the Laurier Government these ports were neglected and our trade handicapped. Any congestion that may occur will be due to the Liberal neglect to provide suitable outlets for Canada's trade. Cheap water transportation and adequate facilities means cheaper transportation for the products of the prairie, and greater returns to the producer in that part of Canada.

Revision of the Bank Act a notable piece of legislation.

Canada's Bank Act is revised every ten years to meet the changing financial and economic conditions. Hon. W. S. Fielding, under whose administration of the Finance Department occurred the disastrous Farmers' Bank failure, failed to bring before Parliament a revised Bank Act when due. He, however, left when he went out of office a measure which incorporated his ideas on this important question. It was simply the old Bank Act under which the Farmers' Bank, which ruined hundreds of farmers, was permitted to do business. Hon. Mr. White, last session, placed before Parliament a new Bank Act. No measure before the Canadian Parliament ever received so much study and attention. Before the Banking Committee representative men of every important industry were brought to make known their views on this question. From Western Canada the Government brought prominent members of the Grain Growers' Association of Manitoba and Saskatchewan, and of the United Farmers of Alberta. Hon. Mr. White's proposals were almost unanimously endorsed. The new Bank Act provides greater security for the depositor by more stringent and independent audits and by making directors liable for mismanagement. It also gives greater facilities for loaning to the Western farmer. Formerly grain on the farm could not be used as security for loans, but under the new Act this is permitted, and the farmer does not necessarily now have to market his grain to secure advances.

Amendments to Homestead regulations a boon to the settler.

Shortly after the Conservatives assumed office, Hon. Robert Rogers, Minister of Interior, found that many regulations governing pre-emptions were a burden to the new settler. He at once removed many of these burdensome restrictions.

Last session of Parliament Hon. Dr. Roche, his successor, made important changes in the homestead regulations, all designed to lighten the burden on the western settler. They are changes which had been advocated for years, but which were refused by the old Laurier administration. The changes which have been made are greatly appreciated by the west. They are a real boon to the homesteader, and particularly to the new settler. The new regulations are particularly designed to encourage mixed farming and cattle raising, an industry which has been languishing, largely due to the maladministration of the Liberals.

The following, in brief, are the main points in the new regulations:

1. Upon earning homestead patent, the pre-emption patent may also be obtained, at once, upon paying for the land in full and showing that certain duties have been performed.

2. No interest is chargeable now upon any instalment in connection with either a pre-emption or a purchased homestead until after such instalment falls due.

3. With certain restrictions, stock may be substituted in lieu of cultivation.

It is believed that the new regulations in regard to stock in lieu of cultivation will not only prove a great boon to homesteaders who have and not altogether suited for cultivation, but will give an impetus to mixed farming.

If a report from a homestead inspector shows that a quarter section does not contain arable land to the extent required to obtain patent under the regulations with respect to cultivation, authority will be granted to the entrant to substitute stock in lieu of breaking and seeding.

If this privilege is conferred on the entrant, he will be required to show, when making application for patent, that he has, in the case of an ordinary homestead, been the sole owner during the whole of the first year, of at least five head of stock; during the second year, of at least ten head of stock, and from and after the expiration of the second year, up to the date of application for patent, of at least sixteen head of stock.

In the case of a pre-emption, the entrant will be required to show, when making application for patent, that he has continued to own his homestead, and that he has had upon the land, in the fourth and fifth years of the performance of duties, stock to the number of at least twenty head, and from and after the expiration of the fifth year up to the date of the application for patent at least twenty-four head of cattle.

In the case of a purchased homestead, when making application for patent, the entrant will be required to show that he was the sole owner, during the whole of the first year, of at least five head of stock; during the second year, of at least ten head of stock, and from and after the expiration of the second year, up to the date of application for patent, of at least sixteen head of stock.

The term "stock" includes cattle, that is, cows or bulls and their young, and horses, male and female, and their young. Sheep and hogs are also included.

If sheep and hogs are kept, ten sheep or ten hogs, or ten sheep and hogs, will only be reckoned as the equivalent of one head of cattle, that is, equal to one horse, or one cow or bull.

All stock must be kept on the homestead, pre-emption, or purchased homestead, as the case may be, either for summer grazing or for winter feeding.

Substantial buildings for the accommodation of the whole number of stock to be kept in any year shall be erected and maintained during the whole period such stock is to be kept and solely owned by the applicant for patent.

Such buildings shall, in the case of an ordinary homestead, be erected upon the homestead itself, in the case of a pre-emption such buildings shall be erected upon such pre-emption or the appurtenant homestead, and in the case of a purchased homestead, such buildings shall be erected upon such purchased homestead, or upon the entrant's free homestead, if his residence has been performed thereon in accordance with the regulations.

The entrant, or in the case of his death, his legal representative, shall furnish to the Minister a statutory declaration duly made and completed according to law, promptly after the expiration of each year during the period that he has kept stock upon his land, as to the num-

bers he has kept thereon during such year or period, and that they are and have been during that year or period, as specified in the statutory declaration, solely owned by him.

The whole quarter section of land entered for shall be enclosed by a substantial fence to the satisfaction of the Minister.

In reference to entries that have already been made, stock may be allowed to count, in cases where the land has been reported by the inspector as being altogether unfit for grain growing.

So far as homesteads are concerned, the provision in the regulations for the reduction of the area of cultivation in cases where the land is difficult to break by reason of woods, rock, or the broken character of the surface, remains in force, it being always understood that the settler is required to do work equal in value to what would have been required if he had an ordinary prairie homestead.

There may be cases where only a small area can be cultivated, and such cultivation would not involve any very great expense. In those cases, if it is shown, by the inspector's report, that the full area required by the regulations cannot be cultivated, and the entrant shows that he has performed all the cultivation possible, and has sufficient stock to make up for the proportion of the cultivation which is lacking, this may be accepted as sufficient, but settlers cannot be allowed to count stock as performance, or part performance of duties, if the quarter section is one where the full area of cultivation required by the regulations can be performed.

Encouragement given to the ranching industry in the west.

During recent years the stock raising and ranching industry in Western Canada has been languishing, with a consequent decline in production and an increase in the cost of living. Shortly after the Borden Government came into power, a ranching commission was appointed to make a full inquiry into the industry, with a view to again making it a profitable and paying one and to encourage ranching in the West. The industry had been handicapped for years by obsolete regulations. As a result of the inquiry of this commission and their recommendations, Hon. Dr. Roche, Minister of Interior, drafted new regulations, which have been put into force. The new regulations have already given an impetus to the industry by giving a permanency of tenure to the leases. They are also stimulating mixed farming, as ample grazing lands are secured for the farmers for their stock. The farmer who wishes grazing leases is protected, the agriculturist has still access to all arable land, and the rancher is given a permanency of tenure which will tend to encourage development.

In future the maximum area granted under lease to any one person is twelve thousand acres. No particular part of the provinces is set aside for ranching, but the regulations apply to the whole of the three. Applications for grazing leases on any land will only be granted after inspection to determine whether the land in question is grazing or agricultural land. Where the farmers adjoining grazing land express their desire that this be retained as a commons for all to use for their stock, no lease will be granted. Lessees must fence the area they obtain under lease. Leases will be granted for ten years, but existing leases will not be disturbed until their expiration.

Lessees will be required to have one horse or one head of cattle, or five sheep for every thirty acres. Where the inspectors believe that the

land will not carry that amount of stock they will fix the number they consider should be grazed on each area. Thirty-three per cent. of the required stock must be placed the first year on each leased area granted. At least twenty-five per cent. of the stock must always be breeding stock.

Government secures reduction in railway freight rates in the west.

One of the big western problems which the Government took up when it assumed office was the freight rates question. For years Western Canada has been agitating for lower freight rates. The Laurier Government never made the slightest move to lift the burden of high freight rates from the shoulders of the western people. Hon. Robert Rogers, shortly after he came to Ottawa, brought the attention of the Government to this western grievance, and urged an immediate investigation. The Borden Government immediately instructed the Railway Commission to make a thorough inquiry and urged that it be pushed as rapidly as possible. After hearing an enormous amount of evidence—no case ever heard in a Canadian court was so complicated or required so much technical evidence—the Chairman of the Railway Board, Mr. H. L. Drayton, gave a decision this year making substantial reductions in western freight rates. The reductions ordered on present railway earnings represent three million dollars annually to the western shipper. The reductions range from 5 to over 50 per cent. and benefit chiefly the provinces of Alberta and Saskatchewan. The credit is entirely due to the Borden Government, and it cannot be emphasized too much that the Laurier Government refused to make any move to help the western producer and shipper. Those professed champions of the western farmers, such as Hon. Frank Oliver, Mr. J. G. Turriff, Mr. W. E. Knowles and Dr. Neely, made no attempt to have the grievances of the West righted.

The judgment of the Board calls for a complete and comprehensive new basis of tolls, which has already come into effect. The territory west of the Great Lakes has been divided into three sections. The first has been called the Prairie Section, stretching from the Great Lakes to the Mountains; the second, the Pacific Section, including mainland rail lines in British Columbia, and the third, the B. C. Lakes Section, including the inland navigable waters in that province. A standard scale of maximum tariffs has been fixed for each section. The lowest western scale, which has been the Manitoba rate, now applies to the provinces of Saskatchewan and Alberta and to the British Columbia Lakes districts. Special distributing tariffs on a lower basis were authorized from recognized distributing centres, the reduction from the standard tariff of each territory being fifteen per cent. of the prairie standard scale.

Local grain and flour rates were substantially reduced by two methods, first, by a direct reduction ranging from twenty to thirty per cent., and, secondly, by making the terminal Fort William rates the maximum that may be charged between intermediate sections.

Another big boon to the west was a substantial cut in coal rates from Lethbridge, Souris and other western mines.

Carload sugar rates from Raymond, Alta., to prairie points also received attention, the Lethbridge rate being reduced from 11 to 9 cents, Cranbrook 42 to 38 cents, Nelson 60 to 51 cents, Calgary 31 to 23 cents, Edmonton 42 to 37 cents, Regina 50 to 42 cents per 100 lbs.

Special mileage rates on butter, cheese and eggs, dressed meats and dressed poultry between all prairie points came in for reductions.

Big reduction in express rates also secured by the Conservatives.

Not only has the Borden Government dealt with freight rates, but it has secured for the West a substantial decrease in express rates, which were almost exorbitantly high. Any attempt ever made by the Laurier Government to deal with the question was a failure. Shortly before going out of power a member of the Laurier Government practically stated that no reduction was possible. But Mr. H. L. Drayton, the Chairman of the Railway Commission, appointed by the Borden Government, held an investigation, and within a year after the Conservatives had assumed office had ordered a twenty per cent. reduction. Then, in addition, Mr. Drayton ordered a reduction in the charges for collection of bills of lading. Recently a new order was issued reducing express charges on packages of from one to seven pounds.

Where the through rate per hundred pounds was 90 cents the following reductions in the present minimum charge were made—

Two pounds	5 cents.
Three pounds	10 cents.
Four pounds	15 cents.
Five pounds	20 cents.
Six and seven pounds	25 cents.

Equal reductions were made on packages up to seven pounds in all through movements. No less than three substantial reductions in express rates have been made since Sir Robert Borden took office.

Besides this, the Borden Government has established a system of Parcels Post, which is proving a boon to the whole of Canada, as well as to the West. Parcels Post has long been discussed and asked for in Canada, but the Liberals never went further than to academically discuss it. The fear of the "big interests" always prevented them from making any practical move towards its adoption. However, no sooner was the Borden Government in office than Hon. L. P. Pelletier, Postmaster-General, began to study the problem. Despite the opposition of corporations adversely interested, he inaugurated a system of Parcels Post providing greatly reduced rates over express charges, particularly on smaller parcels.

In the matter of ocean rates, the action of the Laurier Government deserves the strongest condemnation. It asked the assistance of the British Government toward securing an investigation. The British Government at once acceded to this request, but the Laurier Government never even answered the communication. The British authorities again notified the Laurier Government of their willingness to act, but again this communication remained unanswered. The shipping interests were powerful enough to prevent the Laurier Government taking any action. Chairman Drayton, of the Railway Board, was asked by the Conservative Government to investigate this question. He visited England and found that the contemptuous methods of the Laurier Government had prejudiced his case. However, he has succeeded in having the British Government place the question before the Dominions' Royal Commission for investigation, and it is now under way.

Liberals could not secure reduced express rates; Conservatives have secured a big reduction.

Liberals would not investigate freight rates; Conservatives have completed the investigation and a substantial reduction is in effect.

Liberals refused to investigate ocean rates; Conservatives have secured an investigation by a competent commission, and results will follow.

Liberals stood pat for the corporations; Conservatives have acted for the people.

The Government's Tariff Policy is Consistent and Nation-wide.

The policy of the Conservatives on the tariff question is consistent, clear and nation-wide. Since the inauguration of the National Policy by Sir John A. Macdonald they have always believed in and advocated a tariff which will adequately, but not unduly, protect the industries of Canada, including the great industry of agriculture. There has been but one policy for the East and the West. There has been no advocating of free trade in the West and of protection in the East, as has been the policy of the Liberals. There has been no preaching of free trade in opposition and practising of protection in power. The Liberals, when in opposition before 1896, had as one of their planks free trade, and bitterly condemned protection on a thousand platforms. When they came into power they continued the Conservative policy. Now, in opposition, they are again playing their old game. They are preaching free trade in localities in spasms. Their past non-fulfillment of political promises can lead to only one conclusion—that it is a political catch cry.

While the Conservatives believe in adequate protection, they have never believed in over-protection, and have always insisted on protection for the farmer as well as the manufacturer. The attitude of the Conservative party towards the farming industry is revealed by the history of the tariff on agricultural implements. The original tariff was 35 per cent. This was reduced by a Conservative government before 1896 to 20 per cent. The Liberals, the loudly professed friends of the farmers, in their fifteen years of power, only reduced this duty $2\frac{1}{2}$ per cent, or to $17\frac{1}{2}$ per cent. Last year western Conservative leaders, Hon. Robert Rogers, Hon. Dr. Roche, and Hon. Arthur Meighen, strongly urged that another reduction be made. They were successful in securing a further cut of five per cent. on binders, reapers and mowers.

In other words, the Conservatives have reduced the tariff on agricultural implements 20 per cent.

The Liberals have reduced it only $2\frac{1}{2}$ per cent.

It may also be added that the Reciprocity treaty very carefully protected the manufacturer of agricultural implements and only provided for a reduction of some two per cent. This example is a striking illustration of the differences between the two parties in their attitude towards the farmers—the differences between practising and preaching.

As for the Reciprocity treaty, Canada has since obtained the benefits—if there were any—without giving anything in return. The opponents of Reciprocity, in the campaign of 1911, claimed that the trend of events in the United States made a lowering of the American tariff inevitable, and that President Taft, in offering reciprocity, was merely trying to get a price for reductions of duty which were bound to come in any event. They argued that if Canada "stood pat" the Americans would anyway admit her into their markets. They asked why should the Canadian farmer sacrifice the protection on his home market when

the American market could be secured for nothing? Time has proved the accuracy of this argument.

Since 1911 the Underwood tariff bill has been put into force, which gives Canada practically all of the concessions under the Reciprocity Pact, and in addition goes much further. Cattle, swine, sheep, rye, cream, eggs, milk, fish, salt, buckwheat, etc., to be free under the old Pact, are free under the new tariff. But the free list is greatly extended, and includes such things as flax straw, flax dressed and undressed, condensed milk and cream, sheep skins, wool, meat fresh or salted, bacons and hams, meats preserved, lard, canned meats, cornmeal, buckwheat flour and rye flour. All of these concessions were obtained without any sacrifice of the Canadian markets, and with no obligation of any kind on Canada.

The Liberals profess now to be in favour of free agricultural implements. But it might be recalled that in 1911, when the Liberals were making but slight reductions of from 5 to 2½ per cent. in the reciprocity pact, they declared that that was all that they would do, and that they were determined to go no further. Here is the proof. Mr. E. W. Nesbitt, M.P. for North Oxford, in a speech at Woodstock during the 1911 campaign, is quoted in the Toronto "Globe" of March 4 as follows:—

"He could not see that the manufacturers would be touched very much, as few articles manufactured in Canada were affected. He was sure the Bain and Woodstock wagon companies would compete in the world's markets even with 2½ per cent. reduction in the tariff. He thought the manufacturers opposed reciprocity because of what might follow, the 'thing end of the wedge,' but he had been assured by Sir Wilfrid Laurier and Mr. Fielding that nothing of the sort would follow. They had gone as far in the farmers' interests as they would."

Later on, on the floor of the House, Sir Wilfrid Laurier was challenged by Sir George Foster as to the truth of Mr. Nesbitt's statement. On page 5742 of Hansard, 1911, the Liberal leader, in answer to this challenge, made the following statement:—

"The statement made by the hon. member for North Oxford (Mr. Nesbitt) was quite consistent with our policy, it was nothing new, and he had perfect authority, not only he, but every member of the Liberal side, to make that statement.

"Mr. Foster: Did the Prime Minister and the Minister of Finance authorize the member in question to make that statement?"

"Sir Wilfrid Laurier: I have answered that already. It is perfectly true. The hon. member for North Oxford and every Liberal member had such authority, he was not kept in ignorance of our policy in this matter and knew it well. He only stated what is our general policy."

This was the reply of the professed believer in free agricultural implements. In 1911 the Liberals were not prepared to go as far as the Conservatives have since gone. It shows that their professed new adherence to the free implement faith is a myth. They broke all their pledges after 1896. They promised free agricultural implements before 1896; they gave only a 2½ per cent. reduction, and that only after eleven years of office, and negated the value of this by increased valuation. There is no reason to believe the Liberals would keep their promises again any more than they did in 1896.

The Government now in power can be depended upon by the Western farmer to do what it promises—and that is what the Western farmer

wants first. It can be depended upon to keep in as close touch as possible with the circumstances of each industry, and to see that protection is not abused. The manufacturer who abuses the protection afforded him to mulct the consumer will find the tariff scaled. But, on the other hand, the Government will not deliver Canadian industries and Canadian consumers into the hands of American combines.

