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Special Articles

Book Reviews.

By HOWARD S. ROSS.

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Canadian Naval Policy

ONCE a subject of much party strife, the policy of having a Canadian naval service seems likely to be adopted by general consent. There was at one time unity on the subject. In 1909 the Government of that day moved in the Canadian House of Commons a resolution which was unanimously accepted amidst much enthusiasm. But in the party strife which occurred later, a new Government coming into power abandoned the naval policy that had been so approved. A recent cablegram, apparently from an official source, says:

"Announcement by the Admiralty of the early departure of Admiral J. Jellicoe on a visit to the Overseas Dominions, for the purpose of advising their Governments on naval matters, is the result of an understanding which was arrived at by the representatives of the Overseas Dominions at their meeting here last August, following the submission to them of a tentative scheme for the naval defence of the Empire by chiefs of the Admiralty, in conformity with a request to that effect made by the Imperial War Conference in March, 1917.

"The proposal of the Admiralty was considered by representatives of the Dominions, with the result that a memorandum was drawn up by Sir Robert Borden on behalf of Canada, and subscribed to by all the Dominions, suggesting a permanent overseas naval policy on the basis of navies to be built and administered by the Dominions on a system which would permit close co-operation with the British Navy."

Not only is this an adoption of the policy of 1909, but the very words of the announcement seem to have been drawn from the resolution adopted in that year. To have "a naval policy on the basis of navies to be built and administered by the Dominions, on a system which would permit close co-operation with the British navy," was precisely what was proposed in 1909 and discarded in 1911. The resolution of 1909 now becomes of more than ordinary interest. It reads as follows:

"The House fully recognizes the duty of the people of Canada, as they increase in numbers and wealth, to assume in larger measure the responsibilities of national defence.

"The House is of opinion that, under the present constitutional relation between the Mother Country and the self-governing Dominions, the payment of regular and periodical contributions to the Imperial treasury for naval and military purposes would not, so far as Canada is concerned, be the most satisfactory solution of the question of defence.

"The House will cordially approve of any necessary expenditure designed to pro-

mote the speedy organization of a Canadian naval service, in co-operation with and in close relation to the Imperial navy, along the lines suggested by the Admiralty at the last Imperial Conference and in full sympathy with the view that the naval supremacy of Britain is essential to the security of commerce, the safety of the Empire, and the peace of the world."

This resolution was followed in 1910 by the Naval Act of that year and in 1911 by the calling for tenders for the building of several warships of the Bristol class, to be constructed according to plans and specifications prepared by the British Admiralty. The change of government in 1911 led to the abandonment of that policy. Now, apparently, the policy is revived by the Ottawa Government. This being the case, the suggestion offered in our last issue is particularly timely, that a part of the German indemnity to Canada be in the form of vessels of the surrendered German fleet that are suitable to the purposes of the Canadian navy.

Industry and Humanity

INDUSTRY and Humanity is the striking title that has been given to a volume of 567 pages just placed before the public by Hon. W. L. Mackenzie King.* At all times a question of much interest and importance, the problem of the relations between labor and capital is to-day probably the most serious one that engages the attention of thoughtful men. Few persons, if any, are better qualified for the discussion of the problem than Mr. Mackenzie King. A student of social science from his boyhood, Mr. King became Deputy Minister of Labor and later Minister of Labor in the Canadian Government, and later was chosen by the Rockefeller Foundation to conduct investigations into labor conditions in the United States. While in service as a Canadian Minister he had a large part in the construction of conciliation laws which so capable a judge as ex-President Elliott of Harvard University characterized as the best labor legislation that he had found. That legislation has not entirely prevented strikes, but it has in many cases done so, and undoubtedly it has had much to do with the comparative freedom of Canada from protracted industrial strife. In the volume now issued Mr. King gives his readers the benefit of wide study and experience. The note running through the whole volume is that which the title suggests, the relation of industry to humanity, the necessity of dealing with the problem, not merely as a question of success in

*Industry and Humanity. By Hon. W. L. Mackenzie King. Toronto: Thomas Allen; \$3.