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### EDITORIAL

#### THE GEORGIAN BAY CANAL.

If Canada is to attain the destiny for which she was naturally intended, Provincial rivalry and local self-seeking must give way for a supreme policy of national good, as opposed to mere municipal, civic or provincial advantage. While we are growing in grace in this respect, there is still a tendency, when projects of vast national import are proposed, for the inhabitants of Criddle's Corners to wonder how it will affect trade in the local store. Toronto has a large share of this spirit, and it is by no means absent in other communities.

When Hon. Geo. P. Graham, Minister of Railways and Canals, spoke of building a new 25-foot Welland Canal, at a roughly-estimated cost of twenty-five or thirty million dollars, the Western Ontario press jumped to it eagerly. It promised to promote traffic on the Lower Lakes and bring grist to the local mills. Contrast this with their lukewarm and temporizing comments on the Georgian Bay canal proposition. The hundred-million-dollar expenditure in this case looks formidable because they see little in it for the Province of Ontario, or at least for Old Ontario. Local interest minifies national advantage.

It is no part of our purpose to belittle the Province of Ontario, nor to dispute the wisdom of deepening the Welland Canal. It may be entirely justifiable as a supplementary route and as a means of facilitating an increasingly-important internal commerce. But it is vastly more important to provide not merely an improved, but the very best possible route for Western traffic from the Upper Lakes to the seaboard.

Eminent engineers have pronounced the Georgian Bay Canal feasible; eminent transportation magnates have emphasized its strategic importance; eminent financiers profess willingness to risk their resources on its construction. Our astute American friends view with misgivings any move to exploit it. Had they such an opportunity to draw traffic to New York as we have to concentrate it towards Montreal, the Erie ditch would be forgotten in a day.

Briefly stated, the survey calculates that, by the canalization of the Lake Nipissing-Ottawa River route, a 440-mile waterway could be provided in ten years, at an outlay of \$100,000,000, having a minimum depth of 22 feet, and designed on such lines as to enable boats of large size (600 x 60 x 20 feet draught) to pass from Lake Huron, through pond after pond, and channel after channel, to Montreal, the head of ocean navigation. Starting at Fort William or Port Arthur, this would cut 282 miles from the present Welland-Canal route to Montreal, while it would be 424 miles shorter to Montreal than the present distance from Fort William to New York, via Buffalo. Another basis of comparison shows that, from Fort William to Liverpool, via the Georgian Bay route, would be 4,123 miles, or 806 miles less than the distance via New York. As to time of transit, it is computed that the Georgian Bay Canal route would be from one and three-fifths to two days faster than any other existing water route from the Great Lakes to an ocean port, besides having a much greater carrying capacity: though, as compared with a possible improved system of St. Lawrence Canals to a depth of 22 feet, with a reduction in the number of locks, probably no practical benefit in the time of transit could be claimed, the difference in distance being largely offset by the longer stretches of free navigation by the Lower-lake route. Much is

made of this admission by those who are lukewarm towards the Georgian Bay Canal, though they ingeniously omit to mention what a complete system of 22-foot canals by the Lower-lake system would cost; for the Welland Canal is only one of the series.

An incidental consideration of much importance is that, by an improved method of development in connection with the canalization scheme, it is estimated that nearly two million horse-power could be secured along the French and Ottawa Rivers, as against a possible 150,000 horse-power available now at minimum flow.

It is earnestly to be hoped that Sir Wilfrid Laurier will not be deterred by the criticism of opponents, nor the apathy of friends, from giving effect to his declared belief in this tremendously important link in our chain of direct navigation from Fort William to the sea; and it must be undertaken by the Government as a public work—private ownership is unthinkable. The question is not whether grain barges shall be steamed past Windsor, Port Dalhousie and Toronto, but whether Canada is to win her full share of the vast export trade of the interior continent, much of which now goes to American Atlantic ports.

#### A WHOLESOME CHECK ON SPECULATION.

During the season of financial stress from which the business world seems to be now gradually recovering, the colossal grab-game styled high finance has fortunately met the severest reverses.

Stock gambling and land speculation sustained the hardest blows, because on the flimsiest economic basis. In fact, many such investments are entirely off anything like such a basis. Take, for illustration, real estate in a Western town. A railway is chartered to go through a certain district. Somebody hears of it, corners a tract of prairie, divides it up, and proceeds to sell town lots, not on the strength of actual, but of anticipated, and often imaginary value. Others come, catch the fever, and invest. Their purchases bait still others. Frequent transfers at rising prices intoxicate the community. It seems necessary only to buy in order to sell at a profit, every change of ownership enhancing the selling price. All the while the land is going away beyond what sober prospective values would warrant. So long as more investors keep coming in with more money to burn, all goes well, but when the innocents cut their eye teeth, and money gets tight, or for some reason or other ceases to come, the game runs out, and the last buyers bear the brunt of the loss. As there are a large number of them, mostly operating on credit, the crisis pinches the community, and ties up things for a while. The craze has to stop some time, however, and the sooner the better, as speculation of this kind really adds not a dollar to the world's sum total of wealth, merely diverting capital and energy from productive channels. This is true of all land speculation. It is economic waste, for which the real producers, the workers of the world, have to pay in the end. The same indictment of logic applies to the stock markets, which exist by reason of credulity and the unprincipled get-rich-quick mania of the people, and especially of the inside manipulators. In the United States, attempt has been made to fasten responsibility for the financial crisis upon federal energy in law enforcement. As the federal authorities have merely attempted to enforce laws long on the statutebooks, with a view to securing a square deal for all, could there be a more damning confession of the inherent rottenness of the whole system of high finance, as prosecuted so brazenly in the financial world, but especially across the line? In so far

as the year of test has checked stock gambling, it has indubitably proved a blessing of the tallest kind. It is production that counts, not speculation.

#### TO COPE WITH RURAL CRIME.

In times past we have been wont to pity the people of the Southern States for the ruffianism and ravishing so prevalent in their midst. With mingled astonishment and self-congratulation, we have read of the menace to womanhood, of violence inflicted, and of the lynchings with which such crimes have been avenged. Grateful indeed have we felt, that in Canada such a state of affairs was practically unknown, that our wives and daughters could walk abroad unescorted, without fear of molestation.

Of late, however, particularly within the past year or two, we have been repeatedly disturbed by the increasing frequency of violent crimes, arson, and especially the assaults upon unprotected women and girls. Newspapers contain frequent accounts of farmers' wives and daughters being assaulted, brutally beaten, robbed and outraged. Some districts have been literally terrorized, until women are afraid to venture into the woods and byways, and farmers, in the midst of the busiest seasons, are constrained to take time from pressing duties to drive their wives and girls on necessary errands, afraid to trust them alone on little-travelled highways for fear a tramp may spring up from a culvert or a roadside bush. In fact, what with automobiles, which endanger driving, and the hobos and ruffians who infest the countryside, the pleasures of country life are being robbed of much of their charm for the female population. This is no mere lurid picture. It is a true portrayal of the situation in not a few districts, and the outrages committed are probably less, on the whole, than the dread and hardship that result from the constant danger of them.

The causes of the increasing number of crimes may be set down as hard times, which breeds hobos; the large importation of undesirable immigrants of the submerged and criminal classes; and, thirdly, the increasing number of gangs of Italians and other foreigners employed by the railways and other public enterprises on construction work.

To cope with these evils, we have in Ontario only an obsolete constabulary system, rewarded chiefly on the fee principle, and aided in important criminal cases by a Provincial detective force. As the uncertain fees do not compensate for the giving of much time in a busy season to pursuit of a wily criminal, a man must be possessed of an unusual degree of public spirit to follow such cases up effectively; and, besides, the majority of rural constables have not the skill and knowledge, even had they the organization, to handle these cases; consequently, far too many escape scot-free, and this fact emboldens others.

Then, when the culprits are caught and convicted, they get off far too easily—probably with a few years in the penitentiary. We have become altogether too sentimental and namby-pamby in our ideas of the administration of justice. We seem to forget that the primary purpose of punishment is to act as a wholesome deterrent, not only on the individual in question, but on other would-be offenders. The possibility of a few years' confinement is no adequate restraint for men of such stamp, especially when tintured with a good prospect of never being caught. Physical pain is the best deterrent for ruffians. They require the lash, and require it good and plenty. With this should go prolonged imprisonment. Life