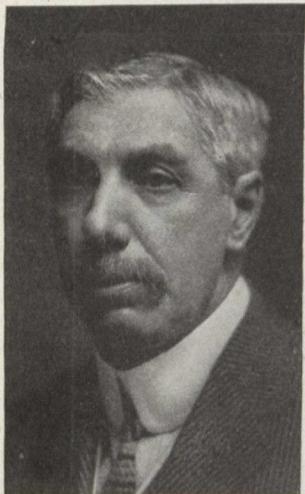


REFLECTIONS

BY THE EDITOR

SPEAKING at a directors' luncheon at the Toronto Exhibition last week, Mr. D. B. Hanna, vice-president of the Canadian Northern Railway, distinguished between theoretical and practical imperialism. In his view, the increase in the number of steamers running from Montreal and Quebec to Liverpool and Bristol was



Mr. D. B. Hanna

worthy of the term "practical imperialism." What he had in mind particularly was the interest in Canada which had been aroused in the Bristol district by the inauguration of the new Royal Line of steamers by the Canadian Northern Railway. This particular day at the Toronto Exhibition was called "West of England Day," and among the guests were a dozen prominent officials and merchants from the Bristol district.

Most of us will agree with Mr. Hanna that this is the kind of imperialism which will appeal most strongly to Canadians. Imperial conferences have their value, but imperial steamship lines are of equal and more immediate importance. Strangely enough, too, this strengthening of the commercial relations between Canada and Great Britain has its origin in Canada. Every line of steamers plying between the two countries is, practically speaking, managed in Canada. The vessels may be built in Great Britain, the capital may be supplied by British financiers, but the enterprise, the foresight, and the business management are supplied by Canadians.

Mr. Hanna aroused the enthusiasm of the audience by saying that he hoped some day to see a Canadian line with a daily service between Canada and Great Britain. A weekly service was all right, but he desired something better. The ultimate goal would not be reached until a man was able to sail on any day of the week which suited him. Then the steamship service would be comparable with the train service.

INDEED it begins to look as if Canada were destined to be one of the great "carrying" nations of the world. Already our ocean-going shipping compares favourably with that of the United States in spite of the disparity in our population. The tremendous growth in Canadian shipping has helped immensely to keep the British flag in the proud position of flying on more and greater ships than all the other nations of the world put together. Fifty years ago, the British flag floated over 54 per cent. of the world's shipping; to-day it floats over 59 per cent. And Canada has helped in that. The Canadian Pacific Railway alone has sixty-five ocean and lake vessels, and a traveller may go from Liverpool to Yokohama without leaving a C. P. R. conveyance.

If Canada continues her success in the maritime trade, it will have a profound effect on her national life. When Canadian ships are afloat on every ocean, and Canadian seamen are in every foreign port, we shall begin to know something of international law and international responsibility. We shall look upon the policing of the seas in a different way, and shall become more deeply interested in the questions on which international peace depend. We shall have problems much broader than the price of lumber and wheat or the rate of duty on barbed wire and agricultural implements. International travel broadens the individual; international trade expands the horizon of the nation.

LAST month the Methodist General Conference was held in Victoria, and delegates from all the other provinces gathered in the capital city of British Columbia. At the same time the Premier of the Dominion, Sir Wilfrid Laurier, was touring the province, studying its needs, and assuring the people of the government's interest in their progress. This month the Canadian Manufacturers' Association will meet in Vancouver and representative industrial magnates from all over Canada will then discuss the commercial future of the country. All of which proves that British Columbia is an integral part of this growing dominion.

It is only a few years since British Columbia was considering seriously the advisability of cutting the confederation altogether. It wanted better terms and better treatment generally. Then came the building of the Grand Trunk Pacific Railway and the proposition to extend the Canadian Northern Railway across the Rockies. Quite unintentionally Mr. C. M. Hays and Mr. William Mackenzie killed the "separation" idea. When these three great transcontinental railways, one in existence and two in the making, tie British Columbia to the rest of Canada, there may still be talk of "better terms," but nothing will be heard of "separation." Every year the nine provinces

are being more closely bound together, and the process will proceed indefinitely.

ESTIMATES are peculiar affairs, and as a rule are disappointing. Of course, the engineer or architect who makes an estimate which eventually proves broadly inaccurate, puts the fault on the person who asked for the estimate. No engineer or architect ever was known to make a mistake. That is a form of pleasure indulged in only by journalists, politicians, and business men. Yet somebody blundered when Toronto was informed that it could get a "tube" system for five million dollars. It appears that the estimate was about ten millions out.

Mr. Hocken, unsuccessful mayoralty candidate last fall, is the man responsible for this error. He secured the estimate, presumably from reputable engineers. Perhaps the engineers were not reputable, but that doesn't matter. The estimates were lamentably astray. Mr. Hocken, with his now thoroughly exploded estimate, nearly succeeded in stampeding the people. The Street Railway Company was unpopular and the "tubes" were to be a measure of relief. The workingman of Toronto was to be taken underground at the centre of the city and whisked off to the uttermost corners of the city at a modest rate and in the twinkling of an eye. And all this for five million dollars!

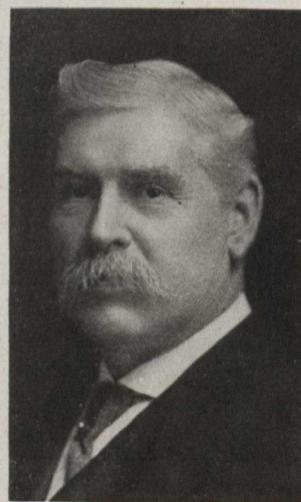
After the elections were over and cooler counsels were available, Mayor Geary and the City Council decided to get an estimate of their own. They secured the services of two experts from New York and these gentlemen said that a partial system such as proposed by Mr. Hocken would cost fifteen million, and an adequate system twenty-three million. As all estimates of this kind are too low, as history proves, then Toronto may secure a real underground railway service which will accommodate its growing traffic for twenty years to come at a cost of about thirty millions.

But the exact figures are not important. What is of value is that the voter in all large municipalities should beware of "estimates" given out by glib-tongued orators looking for votes. Municipal estimates are not as bad as mining promoters' estimates, but they have several similar characteristics.

NOW that Sir Wilfrid Laurier has returned from the West, the East will once more be somewhat in the limelight. The arrival of Cardinal Vannutelli at "The Rome of Canada" has focused the public eye on Canada's great commercial metropolis. The spectacle of a city council and a provincial government spending public money to entertain religious visitors is something unique. It would not be so unique in Europe, but it is startlingly so in America. It is somewhat reminiscent of an historical pageant based on the events of a previous century.

Down in Halifax a somewhat similar celebration is being held by the Anglican communion. The bicentenary of the establishment of the Church in that portion of the present Dominion is being celebrated just as fervently if less spectacularly. It is, however, pleasant to know that both Protestant and Catholics have their triumphs and their anniversaries to celebrate, and that none of these celebrations demand the human sacrifices of ancient days or the religious wars of the middle centuries. All churches of modern times make for peace.

ON Manufacturers' Day at the Canadian National Exhibition, Mr. Robert S. Gourlay, piano manufacturer, spoke of the effect of industrial activity on the minds of the youth of a country. In a thoughtful and eloquent address, Mr. Gourlay pointed with pride to the cessation of emigration to the United States and to the turn in the tide of population movement on this continent. In Ontario, owing to the great industrial development of recent years, the ambitious youth found plenty of opportunities. Unlike the young man of twenty years ago, he had no feeling that it was necessary to go abroad to win success. He thought that the Toronto Exhibition had done something to influence the imagination of the young folk and to engender in them a greater confidence in Canadian opportunities.



Mr. R. S. Gourlay

In developing this idea Mr. Gourlay also made a strong point in regard to tariff policy. He expressed the hope that those who were thinking of tariff matters and of reciprocity would consider these matters from the standpoint of the Canadian youth. What is best in the interests of the young man is best in the interests of the whole people.

He also made a plea for a national treatment of tariff and other trade questions. He apparently is afraid that sectionalism will overshadow nationalism. In this he sounds a note of warning worthy of the occasion. Canada's tariff should be framed to suit the best interests of the whole of Canada, and not to suit different sections. Furthermore, each section of the country in framing its opinions should bear in mind the needs, ideals, and requirements of all the other sections, and not press its own claims unduly.