

REGULATING LIQUOR SALE

Various Methods of Controlling the Traffic.

The Unavoidable Results of the Present System of Licensing.

Rev. Dr. Grant's Views—His Fourth Letter on the Subject of Prohibition—Gothenberg System the Most Favored.

To the Editor of The Globe:

Three methods are being tried on a large scale for regulating the traffic in intoxicants; the licensing system, which may mean the imposing of a very low or a very high tax, and either a large or a small number of places in which the sale is allowed; governmental management, the best example of which is, perhaps, the state dispensary system of South Carolina, which, after a trial of some years, Senator Tillman recently pronounced to be such a success that there are now fewer places in the state where liquor can be bought than in prohibitory states like Kansas or Maine; and the company or society system, commonly called by the name of the City of Gothenberg, the first place in Sweden in which it was tried, where it has been in operation steadily, though with varying success, since 1865, and whence it has spread all over Scandinavia.

THE LICENSING SYSTEM.

The first of these three methods is the one generally adopted, but it is impossible to believe that it can be permanent. It is better than free sale, which has been tried at different times, always with disastrous results, but it is about all that can be said in its favor. When a man engages legally in any trade, human nature is such that he may be expected to push the business to the utmost of his power. He is likely to attract customers by showy shop-fronts or alluring blinds, glittering lights, courteous salesmen, comfortable accommodation for patrons, serving them, it may be, with free lunches or presents for the children, or, as in Japan, with cups of tea, daintily served by a pretty boy on bended knee. The keepers of licensed saloons, bars and grog-shops generally are as much under the influence of the natural desire to go ahead as men engaged in other callings. It is absurd to expect them to refrain from their business. More, the country obliges them to push it, by imposing on them heavy license fees, and the higher the license fees, the more earnestly must they strive to drink in order to pay their way.

HOW LICENSING WORKS.

And so it comes to pass that, under this system, the country, instead of seeking to restrict the habit of drinking, has in its pay a considerable number of men who are under strong compulsion to form the drink habit as widely as possible. What makes this worse is that, owing to a lower class of men being engaged in the business than formerly, less moral restraint is exercised on them. They often supply strong drink to Indians, children and notorious drunkards, remonstrances from their own consciences being stifled with the "I must live" argument, and remonstrances from all others laughed at. A cruder form of restriction can hardly be imagined. Yet every county in Ontario which is in favor of this system has tried it, and the result is that it is only fair to say that it is on the whole as well administered in Ontario as anywhere else, if not better, and that licenses are being lessened in number at a fairly satisfactory rate, with a corresponding lessening of the temptations to drink. I have always supported efforts to lessen the numbers, and in consequence have had prohibitionists appeal to me with the argument, "If it is right to reduce them, say, from ten to five, why not help to take the privilege away from the other five, and so get complete prohibition?" My answer has been, "Can you restrict and control from a child's appetite, would it therefore be right to prohibit him from eating at all?" Of course the illustration seldom satisfied my good friends.

EVILS OF LICENSING.

What are the principal evils connected with licensing? of private gain is introduced, and that, for the sake of seller, buyer and society, should be entirely eliminated from the traffic.

(2) Adulteration is in consequence encouraged. Poisonous or other ingredients tending to increase thirst are frequently mixed especially with strong liquors, though often with wine and beer as well.

(3) It is difficult to enforce the laws against selling on Sundays and election days, or at forbidden hours, or to forbidden persons, as well as other laws, which are being continually violated. The fact is that instead of putting additional laws on the statute book, it would be wiser to have those enforced which we now have.

(4) The presence of immoral accessories in some—it is impossible to say how many—saloons.

(5) Allowing the sale of liquor on credit.

(6) Encouragements to the stupid habit of treating.

(7) The formation of an organized liquor party, and the saloon element as a recognized factor in politics.

THE DISPENSARY SYSTEM.

It is extraordinary that a system with those evils essentially connected

with it should have lasted so long. Instead of attacking it, prohibitionists have denied that there is such a thing as the legitimate consumption of alcoholic drinks, and refused liberty to sober men, and have aimed at suppression instead of uniting with temperance men to secure the wisest methods of regulating it. It is manifest to every man who will take the trouble to reflect that, if the evils enumerated above were eliminated from the traffic, the public gain would be uncalculable. Well, the dispensary system does away with six of them, and the company system with all seven. With regard to the former, I refer those who wish a brief discussion of it to an article in the January number of Leslie's by Senator Tillman, and at present content myself by saying that it would be a dangerous law for us, if it assumed as the more complete a party government can be divorced from the traffic the better.

THE GOTHENBERG SYSTEM.

The principles at the basis of the Scandinavian reform are what commend themselves to my judgment. The report of our royal commission published in 1896, devotes 50 closely printed pages to the subject, going into details for which it is impossible to find space in any newspaper. A good history of the system was published in 1895 by Messrs. Cassell & Co., in the form of a shilling book on "Popular Control of the Liquor Traffic" by Dr. Gould. Mr. Chamberlain contributes an introduction to the book. Speaking of a visit he made to Sweden years before, he contends that the Gothenberg or Scandinavian system "has done more for the promotion of temperance than any other plan yet proposed or tried." Not, as he points out, that the name for it is altogether accurate, "because, in the first place, there is, strictly speaking, no uniform system in either Sweden or Norway, and the practice not only varies in the two countries, but also in the separate regions and districts in each, and, in the second place, because no one has yet proposed that any of the plans adopted in either Sweden or Norway should be transferred bodily and without adaptation to this country, where the habits of the population, and many other important conditions, are widely different."

SCANDINAVIAN LEGISLATION.

He welcomes warmly Dr. Gould's history of Scandinavian legislation on the subject, speaking of him in the following terms: "Appointed to report on the subject by the United States department of labor, the author of the following treatise, commenced his task, as he tells us, 'absolutely without prejudice,' and he comes away a convert to the system." It is not this general statement from a competent observer of more value in itself than any statistics, however elaborate, especially when it is confirmed, as I believe it is, by every person who has studied the results on the spot without preconceived opinions?"

Two or three distinct organizations of temperance people are now trying to introduce the Scandinavian system in Great Britain. With what success their efforts are attended, and what their hopes are, Earl Grey will doubtless tell us when he visits Canada. I shall refer to some of its admitted advantages in another letter. But the point which immediately concerns us is that without the support of a great many whose ultimate goal is prohibition, it would be impossible to have it generally established in Ontario. At present it would be opposed by the organized trade and the organized prohibitionists, and we can convince the latter that the province has no longer faith in their proposal only by voting it down at the polls. As long as they can gain a majority in the Legislature, they will persevere in attempting the impossible. C. M. GRANT, Kingston, Feb. 13, 1902.

GRAND COUNCIL OF THE ROYAL TEMPLARS

Proposal to Ask Mr. Whitney's Assistance in the Cause of Prohibition Droppod—Officers Chosen.

Guelph, Ont., Feb. 22.—The Grand Council of the Royal Templars of Tomorrow concluded its session Thursday night. The principal discussion of the last day was on the presentation of the report of the temperance committee. Some of the members were of the opinion that the grand council should appoint a deputation to wait on Mr. J. P. Whitney, leader of the opposition in the Ontario Legislature, to lay the whole matter of prohibition before him, and ask for his assistance in the cause of prohibition.

This proposition met with much opposition, especially when the committee had recommended that the individual Templars should vote in the coming election as they thought proper. It was finally decided not to take any action.

The following grand officers were elected for the year: Grand councillor, J. E. Austin, Toronto; grand vice-councillor, Mrs. McKenzie, Picton; grand chaplain, Rev. Mr. Padey; grand secretary, W. M. McMillan, Hamilton; grand herald, Walter Barber, Grand Valley; grand trustee, James Hughes, Cobourg; grand sentinel, G. L. Mitchell, Cobourg; grand auditor, L. H. Peak, Toronto; grand deputy herald, Mrs. DeVenne, Trenton; grand medical referee, Dr. Robertson, Milton; grand executive committee, Wm. Peacock, J. M. Baird and J. Gilchrist. The installation ceremony was conducted by Grand Past Councillor Frank Buchanan.

The committee on laws, appeals and decision presented a report, recommending certain changes in the constitution. The only change on which there was much discussion was one recommending that the Dominion Council be asked to remove its head office from Hamilton to Toronto. The report was adopted. The grand council adjourned to meet at Cobourg on the third Tuesday in February, 1903.

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STATISTICS OF IMMIGRATION

Immigrants of Past Year Greatly Exceed Those of 1901.

Summary of Report of Department of Interior—Lord Strathcona's Letter.

Ottawa, Feb. 21.—The annual report of the department of the interior was tabled Thursday afternoon. The total revenue of the department for the past fiscal year ending June 30 amounted to \$1,990,070, being a net increase of \$209,309 over the preceding year. The increase under the heading of Dominion lands was \$370,416. This includes the revenue from the officials of the department in the Yukon Territory, which was \$106,103, it leaves a net increase of \$265,313 in the revenue on account of Dominion lands in Manitoba, the Northwest Territories and within the railway belt of British Columbia. Since the establishment of the government of the Yukon territory in 1894 the excess of revenue over expenditure in connection with the Yukon has been \$757,735, including all sums charged to capital account, the surplus exclusive of these sums being \$1,804,333. In so far as the department of the interior is concerned the surplus revenue over expenditure since 1894 has been \$3,613,430, which is a very satisfactory showing, considering that the bulk of the work connected with the administration of the district is under the management of this department. The total acreage disposed of by railway companies is not quite as large as for the previous year, but the combined area of lands sold by the department and companies amounted this year to 122,556 acres, as against 69,178 acres in 1899, showing an increase of 53,378 acres. During the last five years there were 29,514 entries made, as compared with 16,387 for the preceding five years, or an increase of 13,127. During the five years preceding 1899 the average falling out in the number of entries from year to year was at the rate of 20 per cent, and during the five years following 1898 the increase in the number of entries granted for each year was 29 per cent. The number of homestead entries granted during the past year, 3,167, was 741 in excess of the previous year, and was the largest ever granted in the history of the department. During the last five years there were 29,514 entries made, as compared with 16,387 for the preceding five years, or an increase of 13,127. During the five years preceding 1899 the average falling out in the number of entries from year to year was at the rate of 20 per cent, and during the five years following 1898 the increase in the number of entries granted for each year was 29 per cent. The number of homestead entries granted during the past year, 3,167, was 741 in excess of the previous year, and was the largest ever granted in the history of the department. During the last five years there were 29,514 entries made, as compared with 16,387 for the preceding five years, or an increase of 13,127. During the five years preceding 1899 the average falling out in the number of entries from year to year was at the rate of 20 per cent, and during the five years following 1898 the increase in the number of entries granted for each year was 29 per cent.

IMMIGRATION STATISTICS.

A total of 49,148 immigrants arrived in the country, as against 44,697 in 1900. Forty-one per cent of the entire immigration for the last five years came from the continent of Europe, and 29 per cent from the British Isles and the United States. While there has been a substantial increase in the immigration from the continent of Europe, that from England, Wales, Scotland and Ireland has remained about the same, whereas the current of immigration from the United States has assumed such proportions as to show an increase over that from the British Isles during the period under consideration. The net capita cost of immigrants during the last fiscal year has been as follows: Continental, \$2 65; British, \$3 58; United States, \$7 96. Average per capita cost, including expenditure in caring for and locating a few years taken on such large proportions, is likely to still further increase during the coming years, it is a source of great satisfaction that the methods employed by the department to locate these results brought about have proved so successful. Over 55,000 United States settlers, with their families, settled in the Northwest during the past

five years, and the accuracy of these figures is fully borne out by the large percentage, as shown by the returns, of the persons from that country who have entered for free homesteads during that period. It is also highly satisfactory to know that the United States settler who crosses the boundary to permanently settle on Canadian soil soon becomes a fervent admirer of Canadian institutions and fully appreciates the advantages that the same offer.

LORD STRATHCONA'S REPORT.

Lord Strathcona, in his report on immigration says: "During the past year inquiries have been received from most of the countries of the world about Canada. There have been a great many from South Africa, which shows that the settlers in that country have learned something of the advantages of the Dominion from the presence of Canadian contingents. We have also had inquiries from most of the European countries, from India, from the Australasian colonies, and from South America. The British steamship companies, including all the leading lines except one, owing to their agreement with the continental lines, do not take any active part in the conveyance of emigrants from the continent, excepting so far as Scandinavia is concerned, and they are not as active there in the interest of Canada as we could wish. Apart from the understanding of the steamship companies, to which I have referred, Canada labors under a great disadvantage in the fact that there is little or direct steamship communication from the continent or from Scandinavia to the Dominion, the result being the emigration from these countries is largely controlled by the companies whose steamers ply to New York and other American ports. As the rates from New York to the western portions of the Dominion are higher than those from Quebec, the New York lines, it is to be feared, take very little interest in Canadian immigration. This applies also to the companies whose steamers ply between the United Kingdom and American ports."

MONTREAL'S BIRTH AND DEATH RATES

Annual Health Report Makes Startling Revelations—Decrease in Marriages and Births.

Montreal, Feb. 22.—What is considered to be a most important annual report is that of the Montreal health department dealing with the city's death rate, birth rate, marriages, population, etc. The report for 1900 (the last one completed) is now ready to be brought before the attention of the city council. It contains some startling figures, and shows a peculiar state of affairs in regard to the city's marriage, birth and death rate.

Although the population is enormously increased since 1891, there has been a tremendous falling off in the birth rate. In 1891 the birth rate per 1,000 population was 48.87, while the rate per 1,000 in 1900 had sunk to 34.26. In 1891 the rate per 1,000 for marriages was 9.65, while in 1901 it was merely 7.76. With a population of 218,268 in 1891, the death rate was 25.96. In 1898, however, the rate was but 20.26. Recently there was quite an animated discussion in Ontario, especially in Toronto, over the decrease of the birth and marriage rate. Montreal was pointed to as a model for satisfactory percentage on these two vital questions. By the figures just completed by the health department here, matters are reversed. It is expected that the report will be a meeting of the hygiene committee to investigate this peculiar state of affairs. The officials of the health department can throw but little light on the decrease in the marriages and births.

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For full particulars and copy of "Settlers' Guide," apply to your nearest Canadian Pacific agent, W. FULTON, city passenger agent, 161 Dundas street, corner Richmond, London, Ont., or A. H. NOTTMAN, assistant general passenger agent, 1 King street east, Toronto.

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