

REFLECTIONS

By THE EDITOR

The Manufacturer

NO one will deny that this is an anxious year for the manufacturer. Business has been good, except in a few lines made exclusively for Western Canada consumption, but collections have not been quite satisfactory. In some cases, manufacturers have had to advance money to their best customers to tide them over. Fortunately the condition is only temporary.

Twenty-five years ago, there were people who believed that Canada would never be a manufacturing country. They thought and preached agriculture as the only real industry for Canada. But we have changed all that. The people of every class now uphold the Canadian manufacturer and wish him success. A few socialistic agitators, known as grangers, still keep up the ancient beliefs, but they are neither numerous nor important.

The census of 1910 showed that manufacturing in Western Canada was larger already than manufacturing in the Maritime Provinces. Since 1910, there has been a steady development in western industries. The flour mills, for example, have nearly doubled in number and size during the past three years. The census of 1920 will probably show as much manufacturing in the west as in the Province of Quebec. Manufacturing and agriculture are complementary industries.

There may be a little halt in the rapid development of new industries for a few months, but not for any lengthy period. This year's factory product will be larger than in 1912, and next year's will be larger than that of 1913. Capital is needed, but that will be found. On the whole, the outlook was never brighter. The testing time came and disclosed a few weaknesses. These will be remedied and the development will proceed as usual.

Patriotism and Politics

WE are a queer people, because too often we place our politics above our patriotism. Our politics decide when we shall be patriotic and when we shall not. Vancouver and Victoria, have been making a tremendous fuss over the visit of the *New Zealand*. This battleship appealed to them, they said, because it represented the "imperialism" of New Zealand. This was cheap enthusiasm on the part of the people of British Columbia. Further, it was mainly politics. These are the same people who failed to encourage recruiting for the *Rainbow* and who openly despised those who enlisted in the Canadian naval service. The Vancouver Navy League brought the *Egeria* from England for volunteer naval service. The patriotism of the few was submerged by the political patriotism of the many and the *Egeria* was sold as junk.

British Columbia's attitude towards the *New Zealand* will not deceive any one worth deceiving. The people who made most of the fuss were those anxious to serve a political purpose. Some day British Columbia will get sound on this question and will decide that politics should be eliminated from naval discussion and naval sentiment.

It is not a question of Mr. Borden's policy or Sir Wilfrid Laurier's policy. Both have some elements of value in them. Neither is wholly satisfactory. What is needed is a policy on which both leaders and both parties and all the people may unite. No policy can succeed if it is knocked by one-half of the people in the country. Hence the absolute necessity for a non-partisan settlement of this great national problem.

Australia or Fiji

SHALL Canada follow Fiji's example and contribute a cash subsidy each year to the support of the central Empire fleet, or shall this country follow Australia's example and build up a local fleet? Malay and Fiji are "subject" states, not far removed from uncivilized days. Australia is a country with five million people, equal in every way to those in Great Britain or the United States. Australia knows self-government as well as any other part of the world, understands trade, commerce and banking, and has an art and literary life of its own. Such a people are not likely to pay tribute, and Australia never did it. The money paid by that nation to Great Britain was expressly stated to be for a fleet in Australian waters. Australia

never contributed a cent to the support of the central British fleet. Shall Canada show less self-reliance than Australia?

Sir Wilfrid Laurier's policy of building all the boats for a Canadian fleet in Canada is an impossible one. Australia built the big boats in England and the small boats at home. Sir Wilfrid must revise his policy.

Moreover, in Australia both parties have the same naval policy. It is a pity Canada's two political parties cannot imitate this excellent example. While Canada has indulged only in party bickering, Australia has done real work for Imperial Defence.

Sidelight on Election of 1911

THAT the election of 1911 was not such a terrific turnover as some of us have thought is shown by a comparison of the total votes cast in recent general elections. Leaving out the independent vote, Laurier had a majority of 16,000 votes in 1896. In 1900, this grew to 44,000. In 1904, it grew further to 53,000. Then came a gradual decline. In 1908, the Liberal majority dropped to 24,000. In 1911, it faded away and the Conservatives had 46,000. In other words, the Liberals lost 29,000 votes between 1904 and 1908, and 70,000 votes between 1908 and 1911. This takes some of the edge off the surprise. It also shows that the Canadian is mighty slow to change his allegiance. The Liberal majority was eight years growing from 16,000 to 53,000, and seven years falling from 53,000 to the adverse balance. Sir James Whitney's majority in Ontario has had about the same history—so far.

Boosting Colonel Sam

LONDON *Truth* is boosting Colonel Sam Hughes by calling him a fool and saying that he is ignorant in regard to military matters generally. This may be a relic of the General Hutton incident, or it may be a bit of pique because General MacKenzie was dropped the other day; but it is "a knock which will be a boost."

Colonel Sam has always believed and advocated that a Canadian is the equal of an Englishman—being of the one blood and differing only in the accident of birth. Moreover, he has always been an autonomist in military matters. He believes that Canadian officers, knowing more of the genius of the Canadian people, can create a Canadian army where imported British officers would fail. He is one of those responsible for making General Sir William Otter the first native commandant of the Canadian forces. On this point and on one other, the present Minister of Militia and the former Minister were in absolute agreement.

Colonel Sam may be a bit too fond of the limelight, but there is no minister of the crown in this country who works harder and more unselfishly than Colonel Sam. Being human he will make mistakes—but nevertheless he is a great Canadian.

Municipal Commissions

TORONTO is on the edge of a tremendous discussion as to the point at which the City Council's authority and work should be delegated to independent commissions. The street railway has been operated by a private company for about twenty-two years under a lease which has eight years to run. It is now proposed to take over this unexpired franchise at a valuation and negotiations have been proceeding for some time. The terms under which the company is willing to sell and the civic authorities willing to buy, are fairly well arranged. A temporary agreement will shortly be arrived at. The question then arises, "Will the people approve the agreement?"

The decision of the people will apparently rest upon the plan under which the City Council proposes to operate the street railway system. Some of the aldermen are in favour of keeping the railway directly under the control of the City Council; others are in favour of putting it under an independent commission. The *Mail and Empire*, the leading Conservative organ in a Conservative city, has come out flatly against control by the Council. It says:

"But the *Mail and Empire* would strongly oppose any scheme that would put the control of the system in the hands of the City Council. Unless a properly-

constituted commission, for which men of the highest trust and business capacity are selected, is provided for in advance of purchase, the purchase should be opposed. In the hands of the City Council the system would be administered by statesmanship of the 'one-cent flat rate' type."

This is another evidence of a growing belief in the minds of the people that democracy is a failure in so far as civic management of municipal franchises are concerned. Under the Canadian system of elected councillors it seems impossible to get men to serve who have sufficient business ability and sufficient public spirit to prevent their interfering with the managers of the different civic departments. The men who seek civic positions are more anxious to control a portion of the civic patronage than to give the city business administration. The *Mail and Empire* is quite right.

Wine and Corner Lots

OF all the falling off in business during the recent stringency, wine and corner-lots stand near the top. Wine is a product bought by the real-estate dealer to show that he is too clever and too important to live on beer. It is purchased chiefly in those cities where new and popular subdivisions are about five miles from the streets on which people are now living. It is sometimes bought during business hours, but occasionally during that other part of the twenty-four hours when feminine grace and beauty seem to be most attractive to men. The farmers and small business men of Eastern Canada now being fully stocked with a well-assorted supply of useful and useless western town-lots, the demand for wine has fallen off. It is hard to say who feel it most, the dealers who import wines, or the hairdressers whose best customers were the added attraction.

As for corner-lots, they have also shown a decided slump. Corner-lots are commodities used mainly to prove that the general manager of a bank and his directors have more money than anybody else, because they have all the other fellow's money. Point out to a bank manager a nice corner, with a thriving retail store on it, well lighted at night and adding charm and vivacity to the district, and he will soon make that corner dark and ugly and unattractive—it will be a branch bank. So many busy, thriving corners have been destroyed in this way that the evening beauties of most Canadian cities are being lost so far as the main corners are concerned. But just now there is a slump in corner-lots. Some of the directors, having no corner-lots themselves, and being a little pinched for money, have suggested that the game be stopped—and it is "stopit."

Of course, this little article will not be appreciated by those who have never bought wine or corner-lots. Both are interesting occupations. Each has a charm of its own. For example, the general manager sends for a real estate agent and asks him about the northeast corner of Queen and Yonge Streets, and how much it is worth.

The real estate agent says, "That is a good corner. Smith is doing a whale of a business there. He'll probably want a hundred thousand dollars for that property?"

Then the general manager rubs his hands with glee and says, "Great! Great!! Go and offer him two hundred thousand."

Yes, it is a splendid amusement. Still, buying wine has an attraction all its own. When five or six chaps are gathered round a table, not one of whom could distinguish between an improved cider and the 1904 vintage of Cordon Rouge, and each begins to order "another quart of the same," why then things are going fairly well. When there is an adjournment to the St. Regis, or the Alexandra (not Minnie's), for a midnight supper, then things are going fine. If the second-hand furniture man is called in next morning by the proprietor, the night has been a success.

The distinguishing characteristic of this continent is not what we do, but the way we do it. They deal in wine, women and corner-lots in the older civilizations of Britain, France, Turkey, Arabia and Thibet, but there they are less robust than we are. The American (a term which includes the Canadian) can enjoy a bottle of special vintage in the meanest tap-room, or the dingiest retail cellar on Portage Avenue. The son of the more ancient civilization wants his wine served amid tapestries, silks, and art decorations of the finest quality. He couldn't tolerate wine opened up on the top of a packing-case. Ever notice an Englishman drink a glass of beer—he is as slow about it as he is at other parts of the business of life. As for a bottle of special vintage—that is an evening's occupation. An Englishman pays one-half what an American pays for a bottle, and makes it last four times as long.

Make no mistake. The wine business and the corner-lot traffic are not over. In a year or two the trade will be as brisk as ever. In certain towns in the West, it is still going strong—Medicine Hat, Nelson and Edmonton for example. The index to the sale of wine and corner-lots is to be found in the weekly bank clearings and the monthly summary of the building permits. Just now, these are off colour in most United States and Canadian cities.

N. P.