

Any writer attacking the Georgian Bay Canal scheme should apologise. It seems foolish to be attacking such a doubtful proposition. Yet it must be remembered that politics are politics, and that political constituencies would sooner see government money spent on useless public works in their midst than not see it spent at all. Any district, in which there is no government work going on, feels that it is being slighted. The people living along the proposed route of the Georgian Bay Canal, and along the Ottawa River where locks would be built are hungering for their "chance." Yet they are no worse than the people along the Trent Valley Canal or along that portion of this system known as the Newmarket Canal.



MR. JAMES P. MURRAY of Toronto draws our attention to the resolution of the Canadian Manufacturers' Association of 1901, which urged the Dominion Government to adopt a national policy in regard to ship-building. The resolution ended: "Be it resolved, that the Canadian Government be memorialised to give such encouragement, whether by bonus on tonnage or otherwise, to the building in Canada of ocean steamships as shall warrant capital entering into this industry." The manufacturers were then in favour of the policy now being generally advocated throughout the country. It is to be hoped that the manufacturers will pass a much stronger resolution at their annual meeting in September. The time is ripe for a strong agitation. Advance orders would, however, be better than bonuses and would meet with more general approval.



THE *Laurentic* and *Empress of Britain* had a race across the Atlantic the other day, from Liverpool to Montreal. Perhaps it was not a real race, because the *White Star* people are not in the habit of boasting of their speed. However that may be, the *Empress of Britain* left a day later and landed her passengers in Montreal about the same hour. Her time was six days and the *Laurentic's* seven days. Let us not quarrel about the speed, but rather let us rejoice that Canada has two such excellent vessels in the St. Lawrence trade.

A friend of ours who has crossed on both boats, says that the *Laurentic* is much more comfortable but the *Empress of Britain's* officers, by sympathetic consideration and kind personal attention, make up the deficiency. So there you are again; $a + b = c + d$.



WIRELESS telegraphy has again proved its usefulness at sea. The *Slavonic*, wrecked at the Azores, was able to call two steamers, each nearly two hundred miles away, to her aid. This resulted in saving the lives of every one of the 545 persons on board. Coming as it does, so soon after the "C.Q.D." call which brought aid to the *Republic* last January, this event proves conclusively that wireless telegraphy will decrease the losses of every nation whose men and women go down to the sea in ships. It also justifies the action of the Canadian Government in providing wireless apparatus on both coasts of the Dominion, although, when this action was decided upon it seemed as if it was somewhat premature.



CANADA'S national revenue is rapidly expanding. The glorious days of 1907 are to be duplicated in 1909. This should make us happy, at a time when the United States is worrying about new taxes on incomes and corporation dividends. The United States tariff is now so high that it stops trade and decreases the customs revenue. Great Britain also is worrying over new taxes and a heavy deficit. Comparatively speaking, Canada is in a very happy position, her revenues being greater than her ordinary expenditures.

THE CHURCH UNION DEBATE

SOME years ago a movement began towards closer association of the Presbyterian, Methodist and Congregational Churches in Canada. There have appeared, from time to time, in the daily press, announcements regarding the progress of "Church Union" in the three bodies concerned, and in the month of June, when conferences and assemblies are held, profound interest is manifest in the advancement towards more intimate relations. This year, the usual discussion of the subject has been held, with varying results. In each instance, there has been strong opposition but those in favour of union of some sort or degree are in the majority.

The strongest argument in support of the union measure is the saving to be accomplished in certain sections of the West, where several churches are doing in a meagre fashion what one denomination might accomplish with concentrated effort. Throughout the

debates, it appears that the Presbyterians are afraid of losing their staunchness, the Congregationalists are jealous for their independence and elastic methods of church government, while the Methodists have no desire to decrease in the vigorous aggression which has always characterised that church. It is to be noted broadly that the older members of conference or assembly are the more distrustful, while the younger men, especially those who have faced missionary problems in the East and West, are in favour of such association as will give the most effective support to church forces.

The doctrinal objections are not greatly in the foreground, perhaps because this is not a doctrinal age. Social caste and ecclesiastical creed are not powerful in a democracy where mutual helpfulness is essential if the community is to attain strength or stability. It was no less a philosopher than Edmund Burke who declared that when bad men conspire it is time for good men to associate. The influences antagonistic to social order and advancement can be successfully encountered only where there is union among the opponents. Realising this, the men in pioneer fields are anxious that there should be no further waste of men and money, where there is a nation in the making and where the need for edifying influence is so insistent. Organic union is a matter in which it is important to make haste slowly, for the issue involves most delicate complications. The very consideration of such a step, however, shows how far we have travelled along the road of toleration and understanding. To the stiff Presbyterian and ardent Methodist of a generation ago such a discussion would have been impossible. They would have imagined the reproachful ghosts of John Calvin and John Wesley to be haunting their erring footsteps, had they talked of such a possibility as united effort of church boards.

Whatever the spirit of worship may be, it is highly improbable that all Christendom will ever find a universal temple. The form of church service which appeals to one temperament will be repellant to another, but that circumstance need not prevent a helpful comprehension where combined action is desirable. There are observers who prophesy that the outcome of this movement will be a church of magnificent membership, numerically considered, which, through its very magnitude, will tend to an excess of authority. The outcome of the present discussion, in the meantime, is a broader friendliness between those of differing creeds, a closer comprehension of the humanitarian spirit underlying the work of the churches. While there is vigorous expression of opinion in the councils of the three denominations concerned, there has been a comforting absence of bitter denunciation.

FRITH.

TORONTO'S NEW ATHLETIC PARK



Opening Day at Scarboro Beach Athletic Park.—The Match between the Shamrocks of Montreal and the Toronto's was won by the former with a score of six goals to five.