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REFLECTIONS

BY THE EDITOR

HON. FRANK OLIVER made a good point when he stated in a recent address to the Toronto Canadian Club that a united national sentiment depended upon a comprehensive knowledge of the country. The true Canadian is he who knows the whole of Canada. An Ontario man who knows nothing of the Maritime Provinces, their resources, their possibilities, their ambitions, cannot be a good Canadian in the broadest sense of the term. So the Western Canadian who knows nothing of the East or who forgets its possibilities, its achievements and its ambitions is not a fully developed citizen. As Hon. Mr. Oliver emphasised there must be a common aspiration and a common purpose, if nationality is to be achieved.

The national education must come from national reading-matter and national literature. In the past, Canadians have known more about the events of Massachusetts and Pennsylvania, than about the men and movements in the provinces which are sister to the one in which he resides. His books, his periodicals and, to some extent, his newspapers came from the United States. Even in the public schools, the teachers taught more United States geography than Canadian. When the writer graduated from an Ontario public school and an Ontario high school, he knew more of the United States, its products, its railways, its rivers, and its cities than he did of Canada. The teachers are doing better now, but there is still room for improvement.

In regard to magazines and other periodicals, the public continue to buy those published in New York and Philadelphia. They claim that they are better value, and the claim is valid, speaking broadly. The claim is not valid, speaking nationally. The *Saturday Evening Post*, *Collier's*, *Harper's Weekly*, *Literary Digest*, *Everybody's Magazine*, *Ladies' Home Companion* and a hundred others are excellent reading matter and well worth the money they cost. But they are not Canadian. They will not teach a man more about his own country. Even the *Canadian Collier's*, which contains several pages of excellent Canadian matter edited by a clever Canadian, is printed in New York and breathes United States nationality rather than Canadian. The purely Canadian periodicals and newspapers may give less white paper and less printed surface, but surely these are not the only features to be considered.

Again, Canadian books are often less artistic in appearance and less valuable in some ways, than the United States books. The man who says that literature is universal and that he buys his books wherever he gets what suits him regardless of their nationality, may be a wise man but he is not helping to create a Canadian national sentiment. Surely if he is willing to offer his own life or to give a son in the defence of his country in time of war, is it too much to expect that he shall sacrifice a few hours in the same cause in time of peace? If he thinks Canada is worth dying for, surely it is worth living for! To live for it, he must study it and know it.

IF there be any man in this country who is not in favour of Compulsory Arbitration, let him look on Philadelphia and learn. Wealth destroyed, lives lost, businesses suspended, municipal comforts abrogated, all because a few hot-heads refuse to sit down and come to a decision with regard to their differences of opinion. Both sides must have been wrong. If either side alone had been wrong, the conflict would have been ended long ago.

The decision which was rendered on Monday morning confirms the theoretical inference which most people outside of Philadelphia were forced to draw. The managers of the Street Railway Company were practically forced to accept the terms of the men. That they are willing to accept them at this late date shows that they were unwise in their refusal to arbitrate the differences with their employees. On the other hand, the settlement fell sufficiently short of the men's demands to show that they had asked for more than they were entitled to. There is this to be said for the men as against

the employers, that apparently they were always willing to arbitrate. The strike is settled not by capitulation on the part of either employees or employer but because of outside

political pressure. In disputes of this kind it should not be necessary to bring in unofficial arbitrators. It is no credit to Philadelphia that its strike was settled by a political boss. All such conflicts should be settled by law and that law should provide a means whereby justice would be done to both sides. Compulsory arbitration under a national act is the only preventative of these widespread industrial disturbances which bring rioting, suspension of business, loss of trade and general suffering in their train. The events in Philadelphia should prove to Canada that the Lemieux Act, weak as it may be, is one of the best measures passed in recent years by the Dominion Parliament.

CANADA'S growth is increasing the problems of its larger cities. The old methods of supplying street transportation, pure water, municipal lighting, and proper sewage disposal have passed away. Modern science has introduced newer and highly technical systems. A modern city, such as Montreal, Toronto or Winnipeg, can not be managed by a small body of small merchants. The problems are too great; the undertaking too vast. To govern such a city economically and scientifically requires a body of experts. Only as these larger Canadian cities recognise this situation and adopt plans to meet it can they continue to take advantage of their reasonable opportunities.

Montreal and Toronto are face to face with the necessity for underground railways. The day of the elevated has passed. No city is now willing to accept the elevated as a solution of its transportation problems. An elevated railway darkens the streets, blocks the traffic, creates unnecessary noise and abolishes privacy on the streets through which it runs. The underground is the thing.

While this is the situation in Toronto and Montreal and will soon be the situation in several other cities, the public know very little about underground railways, and yet they are called upon to decide questions which will affect large populations and even future generations. It will be small wonder, therefore, if these communities make great mistakes. When capitalists offer to build these underground railways, the people are not in a position to know whether the offers are worthy or not. The capitalists may be able to employ the most expert engineers and be in a position to give the city excellent service at a reasonable price. Nevertheless, the ignorance of the citizen tends to make him suspicious of such offers. In Montreal, the situation seems to be better than in Toronto. There the underground is likely to be built by the street railway corporation. If this is done Montreal will have a system somewhat similar to that in Boston where the street cars run underground in the central portion of the city and on the surface in the residential portions. In Toronto the eternal conflict between the city and the street railway management will probably preclude the city granting the present company a franchise for the underground service. Toronto will probably decide to construct an underground of its own and in this way will have a much less efficient service than Boston or Montreal at an undoubtedly greater cost.

SOME newspaper editors in the United States thought Canada was bluffing in the present tariff controversy. It was a reasonable assumption, from a United States point of view. In the first place, the great American Republic has been dealing for half a century with a number of nations smaller in population and financial resource, and quite unskilled in matters of diplomacy. Time and time again, these nations have been bluffed by the United States. Even Great Britain has been bluffed on the fishery question, the sealing situation and the Alaska Boundary Tribunal. Canada has been thoroughly bluffed on several occasions. When, therefore, matters came to a pass where the Canadian ministers refused to go to Washington to negotiate