

have always been indefensible and are still in the same position. A clause in the new act prevents race-tracks being built in future along the international boundary line for the benefit of those not resident in Canada. This might reasonably have gone farther and forced the Fort Erie and Windsor institutions out of business. They have existed for gambling purposes; and they have enabled United States gamblers to pursue practices under the Union Jack which were impossible under the Stars and Stripes.

The compromise Miller Bill was absolutely necessary to clear Canada's good name from the charge of allowing her territory to become a harbour of refuge for the gambling element from the United States. It was also necessary to prevent the growth of the gambling habit among mechanics and clerks who donated their money to hand-book men. Further, it was necessary as a warning to Canadians who regarded a horse-race as a gambling rather than a sporting event that their ideas were quite un-British and also quite untenable.

Parliament and all concerned are to be congratulated on the excellence of the new law and on the splendid spirit exhibited by those on both sides.

**N**O hope is left to the ship-builders on the Great Lakes that they will ever be able to build warships. The Rush-Bagot Convention will soon be one hundred years old, but it is still mighty and omnipotent. Twelve years ago, the United States Congress authorised an appropriation for a gunboat to be built on one of the Great Lakes, but the Navy Department never let the contract. The money still lies in Uncle Sam's strong box. In spite of all the efforts of owners of inland shipyards, the spirit of the Rush-Bagot agreement ruled the decisions of the various secretaries of the U. S. Navy.

The disappointments of the United States ship-builders are a prototype of those coming to the ship-builders of Kingston, Toronto, Collingwood and Port Arthur. When they try to get a share of Canada's appropriation for a baby navy, they will be confronted with the Spirit of an Ancient Agreement. They must content their souls in patience and see all these fat contracts, with the accompanying pomp and élat which comes to a shipyard receiving a naval contract, fall to the lot of those who build ships on tide-waters. Quebec, St. John and Halifax, with their more ancient civilisations and their intimate relations with past and present military pomp, are again to be favoured above their modern competitors.

**W**HILE Ontario is boasting that the number of liquor licenses in the province have been reduced from 6,000 to 2,000 in thirty years, Nova Scotia proposes to go in for total prohibition. The only exceptions are Richmond County and the city of Halifax, where people are still to have that "inalienable right of the Britisher," the right to buy a drink when they want it.

For many years, most of Nova Scotia has been under that local option Dominion law known as the Scott Act. It did not really prohibit liquor-selling, but it made it illegal. The new provincial law will have about the same effect. There is no reason to believe that the province will enforce its own law any better than it enforced the federal law. Liquor-selling will go on illicitly as before. People will continue to get bad liquor when under a proper licensing system they might get good liquor and be saved the temptation to become law-breakers.

Prohibition of any kind cannot be a success in any portion of Canada at the present time. Public sentiment has not yet reached the stage where it will refuse to condone illegal liquor-selling. The Maritime Provinces are probably nearer that stage than any other portion of Canada, but much educational work remains to be done. Nova Scotia will find this out, especially since it allows the citizens of Halifax the privilege of drinking in bars and clubs, while refusing the same privilege to the citizens of Yarmouth, Truro, Windsor, Amherst and Sydney.

**A** NEW usury scheme has just been revealed in the Toronto Police Court. A man who is in need of money goes to a company and they endorse his note, charging him a fee; he is then sent to another office to get the note discounted at the legal rate—twelve per cent. When he gets his loan repaid, he finds that the two companies working together have collected from him in fees and discounts an amount equal to more than 100 per cent. interest. The ways of the loan shark are many and devious and this recently revealed method is only one of the "ways" by which the unfortunates in life's battle find a path more stoney than the one they trod before.

**T**HAT estimable and ancient political journal, the *Toronto Globe*, is usually fairly accurate in its political news, but, according to our information, it went sadly wrong a few days ago. It announced that the Rt. Hon. A. J. Balfour, leader of the Unionist Party, had backed down on the question of a duty on colonial wheat; that whereas he had once advocated a slight tax on it he now favoured admitting it free. We cannot recall any statement by Mr. Balfour or even by Mr. Chamberlain that colonial wheat should be taxed. During the general elections, a statement was made by a Birmingham newspaper in which a small tax on colonial wheat and a larger tax on foreign wheat was advocated. This was accepted as a Chamberlain statement but was not fathered nor disavowed by that gentleman. However, it was accepted by many people during the campaign as a statement of Unionist intentions. To accuse Mr. Balfour of holding this idea or of using it in any way as a part of his programme is decidedly unfair. Mr. Balfour is too clever a tactician to make such a simple error. The *Globe* does him a great injustice, unless it has some better information than its contemporaries.

Aside from this, Canada will be pleased to know that colonial wheat will be admitted free by the Unionists if they should be returned to power at the general election which cannot be many months away. Further, it again proves that Mr. Balfour considers the colonies an integral part of the Empire and entitled to special consideration.

## AN IMPRESSIVE MASONIC FUNERAL IN MONTREAL



PROCESSION STARTING FROM LIEUT.-COL. STEVENSON'S RESIDENCE



WHEN A BIG BUSY CITY HAS TIME TO REST

Funeral of Lieut.-Col. A. A. Stevenson, who joined the Montreal Field Battery on organisation in 1855, and was commandant of it for over twenty-five years. As a printer and publisher in Montreal from 1846, as a military man, Scotsman, and public-spirited citizen, he was well and favourably known to the present and the past generations.

Photographs by A. A. Gleason.