

stand firm when they believe it necessary, trying always to keep the people with them. To admit that Sir Wilfrid was quiescent and conservative because of Mr. Bourassa would be to deny his possession of qualities which have made him the greatest statesman in Canada since the days of Sir John A. Macdonald.

**D**R. PARKIN has suggested that the day is rapidly approaching when the Canadian farmer, who sends his wheat and meat and other foodstuffs across the seas, will be ashamed to have it said that the workmen of England should bear the whole cost of the protection given to them. This means, if it means anything, **WILL CANADA GROW ASHAMED?** that Canada will some day make a money contribution to the support of the British navy. If this be the correct meaning of Dr. Parkin's statement, then Dr. Parkin will not find many Canadians to agree with him.

The Hon. Mr. Brodeur, at the Colonial Conference, strongly attacked this position. Other publicists have done the same on other occasions. The development of the Canadian army, the garrisoning of Halifax, the supporting of the naval stations at Halifax and Esquimalt, the increasing of the number of coast defence guns, the building and equipping of a number of fishery-protection cruisers and other work of a similar nature is really a magnificent contribution to Imperial Defence. The national development of Canada along independent and self-supporting lines means much for the Empire. It may be true, as Dr. Parkin states, that Canada has in the past cost Great Britain several hundred millions of dollars in wars undertaken partially to preserve this portion of the Empire; but it is equally true, that if Canada were again to be attacked by a foreign foe she is in a position to render great assistance in her own defence.

Nor has Canada reached the point where she has decided to restrict her own military and naval development. Year by year, our appropriations for these defence organisations is steadily increasing, and year by year the country is becoming better able to take charge of her own protection. Within the next twenty years, Canada will have her own fleet of torpedo boats, submarines and small cruisers suitable for harbour defence and accessory naval work. Until the new transcontinental is completed, and its tremendous cost arranged for, there will not be a rapid development along this line. In another five years, however, we should be in a position to build, equip and man two or three of these vessels every year. In the meantime no Canadian need be ashamed of the progress which is being made in the development of Canada's ability to aid in a general defence of British interests.

**I**N December, 1906, when the initial number of the "Canadian Courier" was published, the New York weekly known as "Collier's" made friendly reference to the new venture but criticised the "Canadian Courier's" right to the term "national," since, forsooth, it had published a photograph of the Governor-General, an English nobleman. In the eyes of the New York editor, it was entirely impossible to be both Canadian and British. During the last month a curious transformation has taken place in the first four pages of the aforesaid New York weekly. In the "Collier's" of March 21st, for instance, three pages are devoted to twelve editorials, eight of which are Canadian, four being of United States inspiration, while a fourth page is devoted to Newfoundland sealers. The Canadian editorials are written in debonair and sprightly style but withal the pages are somewhat perplexing. There is the interrogation: "There is no danger of the Americans invading us, but what about the Eskimos?" followed by

an editorial in which Us plainly means U. S. This is a checker-board somewhat puzzling to the unsophisticated reader, who may be further bewildered by finding the remaining twenty-four pages devoted to strictly United States articles and advertising, the former including "Target Practice at Fort McKinley in the Philippines." One finds also the department, "What the World is Doing," by a New York writer, Samuel E. Moffett, the same Mr. Moffett, by the way, who contributed to the English "Nineteenth Century" in August, 1901, an article in which Canada was referred to in an unpleasant and ill-bred fashion as the cinder in the eye of America—the word "America" as used by Mr. Moffett signifying the country of which Mr. McKinley was then Chief Executive. Mr. Kipling's letters, which certain simple Canadian editors thought they had arranged for, are also appearing in this United States periodical. Thereby hangs a tale which is, as Mr. Kipling himself would remark, another story. The Canadian edition of "Collier's" may have the hands of Esau but the voice is distinctly that of Jacob—and the headquarters of this enterprising son of Isaac are in New York.

**T**HERE are some of us who are old enough to look back into history and remember when policemen were mounted on good bicycles in order to run down bicyclists of the class ordinarily known as "scorchers." All sorts of laws and regulations were drawn up to prevent foolish bicyclists from performing unusual feats upon public thoroughfares. Every bicyclist of note rode a bicycle with low handle-bars such as were designed for track-racing and was always ready for a spurt along a street which was well-stocked with pedestrians. To-day the scorching bicyclist is unknown; seldom do we hear of any old lady being knocked down by a "scorcher," and the laws and regulations have been forgotten.

To-day, we have a new theme—the scorching automobilist. The farmers of Ontario and Manitoba, especially, are fighting these gentlemen through the provincial legislatures. One law-maker proposes that they shall be allowed to use the public highways only on certain days, the farmers to have the other days on which to send their wives and daughters to market without fear of having them "ditched" by a furiously-driven automobile. It is hard to tell which the farmer fears most—the level railway-crossing or the speedy gasoline motor-car.

Even the most enthusiastic automobilist regrets that this excellent pastime and magnificent sport is marred in the public mind by the indiscretions of those who are unhappy unless doing something desperate. It is hard to know how to stop the "scorcher" without depriving many people of what is a legitimate and healthful pleasure. The automobile has come to stay, as have the canoe, the bicycle and the gasoline motor-boat. It is not dangerous when the man at the wheel is a normal individual. In the larger Canadian cities and their suburbs, these machines have ceased to be disturbers of traffic, because both pedestrians and horses have become accustomed to them. The situation would soon become normal if the "scorcher" could be eliminated. Laws and police regulations are alike powerless to prevent his indiscretions. Only time can do that. In the meantime, all those engaged in the enforcement of public order and all those interested in the progress of the horse-less vehicle must do what they can to secure the safety of the public and punish the blackguard, for there are blackguards among automobilists as there were among bicyclists. If any legislature passes laws which seem too strict, the users of automobiles must be patient, remembering that these laws will be forgotten when the reason for their creation is no longer in evidence.

## MR. SIFTON FOR CIVIL SERVICE REFORM

**P**OLITICS seem to be rising to a higher level in Canada, for Mr. Sifton has joined Mr. R. L. Borden and Hon. G. P. Graham in advocating Civil Service Reform. Mr. Sifton invites Sir Wilfrid Laurier to support the movement, and no doubt the Premier will do so just as soon as he is convinced that the movement is sufficiently advanced among the people to be capable of being practically considered.

Mr. Sifton has been in England and he finds that the graduates of Oxford, Cambridge and other universities are appointed in considerable numbers to the civil service, which is there controlled by a Commission. He wants to see Canadian graduates given a like opportunity. He would take the appointments to the Dominion Civil Service out of the hands of members of parliament and give it to an independent body. He would abolish patronage.

We doff our hat to Mr. Sifton for his display of courage, for his acute observation and for his high minded patriotism. He has put country before party, and set a new standard for parliamentary discussion of great public questions. Civil Service reform is now in sight, and those who desired reserved seats must speak quickly.