

a statesmanlike attitude when he informed them that woman had no inherent right to the franchise—nor had men. It is a privilege extended to certain men under certain conditions to accomplish certain results. It may, some day, be decided to extend that privilege to women, but they will probably be forced to wait for it as long as certain classes of men waited.

There is something to be said in favour of the contention of the speakers that with women in the Legislature, factory laws would be improved, more advanced temperance legislation would be fostered and moral reforms would be encouraged by them. There is also something to be said for Mrs. Glasgow's contention that as physical weakness was not a bar to men's suffrage it should not be considered a bar to women's suffrage. Nevertheless, there is much to be accomplished before women will be in a position to exercise the suffrage even as intelligently as men exercise it. Their education has been broadening and they are learning to discuss public questions from impersonal points of view; but they are not yet, speaking generally, sufficiently advanced to be entrusted with a broad franchise.

No one in these days may safely contest the assertion that women are exercising a growing social and political influence. No one may safely deny that in commerce and the professions, women are taking a more important position. That they will ultimately exercise even greater influence in public affairs must be admitted. Yet they have much to learn. A large number of them have already the municipal franchise, but it can easily be proven that they undervalue it and make little attempt to make a broad use of it. Until they show more clearly their ability to grapple with municipal problems, their intrusion into provincial and federal politics is not likely to be conceded.



A MATTER OF EXPORTATION

THE West will perhaps teach the East a few things yet about the export trade. At a meeting of ranchers, farmers and others held at the Dominion Fair in Calgary last July and presided over by the Hon. Mr. Findlay, Minister of Agriculture for Alberta, the question of an organised system of chilling, packing and exporting of meat was taken up. A committee was formed for the purpose of preparing data that should inform the Government at Ottawa. The committee consisted of Messrs. F. W. Whiteside, President Central Alberta Stock Growers' Association; James Watters, President Alberta Stock Breeders' Association; E. I. Fream, Secretary Alberta Farmers' Association; R. G. Matthews, Secretary Western Stock Growers' Association; E. G. Palmer, cold storage expert; and E. J. Greenstreet, honorary secretary. The committee prepared a report. The report was presented to the Agricultural Department at Ottawa. It was the work of experienced men who are in close touch with the actual conditions of production in the country where the bulk of such commodities are produced. It must therefore contain some practical suggestions such as will do something to place Canada somewhere not too far from the head of the exporting procession represented by Australia and New Zealand. In our issue of January 23rd we referred to conditions tending to keep Canada backward in respect to exportation of commodities such as refrigerated products. As the report of the western committee suggests a practical scheme for dealing with the export trade in five provinces it should be of great value to the Department of Agriculture—if that over-complicated department is able to find room to deal with the matter. In matters of production Canada has perhaps little to learn from other countries. But in the business of exportation it is worth while to repeat, that a great deal is yet to be learned in this country. Such first aids as are represented by the report of this western committee should be given due consideration; and it is a good sign of the times when the men who produce interest themselves voluntarily and practically in a problem of finding a market—without which a large percentage of production is useless.



THE ONTARIO RAILWAY

ONTARIO owns a railway of which it is rather proud, while the Dominion of Canada owns a railway of which it seems to be doubtful. Thus one government railway may be popular and another unpopular. There is nothing particularly strange in this situation because some private railways are less popular than others. It may help to prove, however, that the popularity of a railway, government or private, depends upon its success. It may also be considered good evidence in favour of putting government railways in the hands of independent commissions and thus removing them, to some extent,

from the field of politics, since the Ontario railway is managed by an independent commission.

The Ontario Government road, known as the Temiskaming and Northern Ontario, runs north from North Bay to Lake Abitibi where it meets the National Transcontinental that is to be. The cost of this road and its equipment, which is not yet quite complete, is over \$50,000 a mile, though some people say that railways may be built and equipped at a lower figure. In spite of its costliness it earns 3.8 per cent. on the past in operation. The gross earnings are \$5,094 a mile, and the net earnings \$1,490.

There is one feature of the earnings which is unusual enough to be noted and which is undoubtedly unique. About one-third of these earnings come from "ore royalties." It is important that every railway should earn much money from freight and passenger traffic, but it is a fortunate railway which can increase its earnings fifty per cent. from the minerals dug out from the "right of way." This Ontario railway passes through the famous Cobalt region and this is the reason for its "ore royalties." It is now to be extended into Gow Ganda and no one can foretell how much more luck is in store for this lucky government enterprise.



CANADA AND IMPERIAL DEFENCE

A NUMBER of enterprising journalists assisted by a number of influential citizens, have been trying to convince Canadians that the British Empire is in danger of destruction, and that the days of Britannia's supremacy upon the high seas are numbered. That a high-minded journalist or an influential citizen could be found promulgating such pessimism is a matter both of surprise and regret. It must be confessed, however, that as a result of their representation and agitation the country has been unduly and unwisely aroused during the past two or three weeks. People have talked *Dreadnoughts* and dreamed *Dreadnoughts*. Empire clubs, boards of trade, football clubs, and high school literary societies have passed resolutions demanding that the Government shall at once buy a battleship and send it over to stand guard in the North Sea. They have talked as if a battleship was a trinket to be bought at all first-class departmental stores, and as if the purchase of two or three battleships, or even a dozen, would restore Great Britain to its former pre-eminence.

The frenzy and the foolishness of this agitation are both disconcerting and encouraging. They are disconcerting because they prove that Canada is still a very young nation with a rather narrow international outlook. They are encouraging because they indicate that deep down in the hearts of the Canadian people there is a strong, deeply-rooted feeling of gratitude to that land which has furnished this portion of the North American continent with language, political institutions, citizens and working capital as well as imperial protection. The excitement has drawn forth the national feeling into open exhibition to an extent unequalled since the South African War. Yet it is not necessary to get the country into a state of excitement to prove that Canada intends to stand by the Empire in everything which makes for the advance of civilisation and the continuance of Anglo-Saxon intellectual leadership.

The London *Times* has warned the colonies against this frenzy by intimating that the British Isles will look after themselves if the colonies will do the same. The British House of Commons has warned the colonies against this unnecessary excitement; a resolution declaring that the present naval policy was insufficient was negated by a vote of 353 to 135. Sir Edward Grey points out that Europe will go bankrupt if this frenzy for battleships, which has now reached Canada, be continued. Every sane statesman the world over is trying to make the public think of peace rather than of war.

In his address in the House last Monday, Sir Wilfrid Laurier took the sane and sober position. The programme for Canada which he outlined was based on reason and calm judgment, absolutely uninfluenced by the bombastic outbursts of the feverish monomaniacs. He admitted the rights and obligations which rest upon Canada as a daughter nation. He admitted that it was our duty to provide for defence by land and sea. While the expenditure for land defence had been trebled in a few years, the question of sea defence was one which should properly be considered more seriously. Training ships, coast defence vessels, submarines, torpedo boats and docks are needed—not *Dreadnoughts*. These should be provided, not because of a temporary excitement, but as a matter of deliberate policy and settled conviction. In this reasonable policy, the leaders of the Opposition agreed, though they were more in favour of prompt, definite action.