



REFLECTIONS

IIII BY - STAFF - WRITERS IIII

THE PRICE OF C. P. R. STOCK

IT was to be expected that the *Montreal Gazette* would defend the issue of the new Canadian Pacific Railway stock at par. That it would make such a weak argument is disappointing. It tries to make out that the critics have been advocating that stock should not be sold unless it can be sold at par or at the present market value of old stock. This is quite untrue and unworthy of the *Gazette's* reputation. What has been advocated is that the new C. P. R. stock should be sold at public auction at the best price it will bring, instead of being given to the present stock-holders at a reduced price. The contention is clear, and the *Gazette* is challenged to make an adequate reply.

THE FUTURE OF WHEAT

WHEAT produced in Western Canada has a serious problem ahead of it. It is likely to find great difficulty in deciding where it shall be shipped to. Just now it has little choice. A little of it goes west and finds its way to Mexico and Japan, but most of it must go east via Fort William and Port Arthur. But soon it will have other choices. Mr. Hays declares he will invite a lot of it to go to Prince Rupert, when the Grand Trunk Pacific is opened in 1911, and from thence be distributed all over the Pacific. The Dominion Government is to build the Hudson's Bay Railway and invite a lot of it to try the Hudson Bay route to Liverpool. Mr. J. J. Hill thinks that in a few years, the United States will take off its import duty and invite all the surplus Canadian wheat to visit the markets of the Great Republic.

It is to be hoped that Western wheat will not get confused over all these invitations. Nor must it refuse any of them. Its profits depend upon competition, and to get the best results it must accept every invitation to a certain extent. In the meantime it should feel highly flattered over the attention which it is receiving and the efforts which are being made by great men to provide for its speedy and comfortable passage to its ultimate destination.

SELLING A TOWNSITE

THERE was a time, and it still is, when government favourites or friends of railway corporations were allowed to make a profit on new townsites. The system of patronage has so far vanished in the Province of Ontario, that the first profit from townsites passes into the coffers of the Government and thus indirectly into the pockets of the people. The reform is probably due to the agitation of single-taxers or other such foolish enthusiasts.

The other day, the townsite of Cochrane was put upon the market. Cochrane is the name of a new town which is to be the junction point of the Ontario Government railway and the new trans-continental railway. It lies just five hundred miles straight north of Toronto. Though the sale was held on one of the last days in November, there was no snow on the ground and the weather conditions were about the same as in the capital of the province. The sale was held in the freight shed, the only railway building yet erected. Not all the thousand acres on Commando Lake were put up for sale, but 145 parcels of land were sold for a total of \$50,045. The lots are 66 feet by 132 and the highest price was \$1,050 paid by the Imperial Bank.

The Ontario Government is to be congratulated on the way in which it has managed these townsite sales in recent years. The Hon. Frank Cochrane, Minister of Mines, is probably most responsible and to him comes much of the credit. The example should do much toward encouraging other provinces to adopt the newest methods of handling Crown property. One of the finest results is that no unscrupulous real-estate dealers are allowed to work up booms and sell lots to innocent purchasers at exorbitant prices. Moreover, the clause

in each contract which provides for the erection of a building within a year, greatly hampers the speculator who buys to hold for a general rise in price. It also ensures a series of compact buildings.

THE DEATH-KNELL OF PATRONAGE

RECENT startling events have sounded the death-knell of political patronage. The political axiom that "To the victor belongs the spoils" is about to be limited in Canada as it has been in Great Britain and the United States. Mr. Brodeur has abolished it from the Marine Department and Mr. Pugsley from the Public Works Department. They cannot do it all at once, but they have made a beginning. Some newspapers, notably the *Toronto News* and *Toronto Saturday Night* doubt the bona fides of these politicians, but the average man will accept the public statements of these gentlemen until they are shown to be hollow. The politician moves along the line of least resistance and fortunately to-day that means the patronage list is to be avoided.

Patronage is a burden to the public man and a curse to the political organisations. The other day, the Government steamer *Bayfield* ran into Collingwood harbour for \$40 worth of groceries. The question as to where the captain should buy these supplies had to be settled by the Liberal Executive of that city before they could be secured. In the settlement, the Executive broke into two factions and peace may not be restored for a long time. Patronage makes more enemies than friends for the party which attempts to distribute it, although the contrary impression has long prevailed.

It behooves every good citizen who is anxious that Canadian public administration should be clean, wholesome and economical to go about these days shouting against political patronage. There are a large number of politicians who are waiting with their ears to the ground before entering upon a strong campaign against this political evil. From the daily conversations of the people, from the editorials and communications in the newspapers, from the hundred avenues by which people gather information, they should learn that the better element among the electorate is against this pernicious system.

Let it be admitted that no particular party is to be blamed. Let it be admitted that the patronage evil exists in provincial and municipal administrations, as well as the federal government. The fight must be against patronage wherever it exists and in whosoever hands it may lie at the moment. If this is made a partisan fight, little good will be accomplished. It must be made a fight for a principle, not a fight for a party or against a party.

BRITAIN AND GERMANY

JUST why Germany is jealous of Great Britain and why Great Britain is afraid of a German attack has been explained many times, but Canadians do not seem to be clear upon the subject. By extreme good luck, Great Britain has become possessed of much of the open space of the world. Her surplus population can easily find new homes in the newer portions of the Empire. Somewhere in the 7,750,000 square miles of the earth's surface over which the British flag floats, the crowded-out Britisher may find room for himself and his family. On the other hand, Germans find themselves confined to about one-thirty-seventh as much territory. The German Empire was created late and when it began to look about for new territory it found that the Anglo-Saxon had pre-empted all the available spaces. As "one million more German cradles are filled every year than German graves," the Teuton is face to face with a serious difficulty. To find open space, he has been forced to go to the United States, Canada, South Africa, Australia and other places where he is lost to the Fatherland.

Why should Germany visit its wrath on Great Britain, because of this situation? Why are we to blame? Because British diplomacy has pursued a dog-in-the-manger policy. They have hampered Ger-