

REFLECTIONS

By THE EDITOR

Giving Warships.

NEW ZEALAND has given a Dreadnought to the Britannic navy. The Malay States have offered to pay for a first-class armoured ship. Australia is building a fleet of her own, partly in Britain, partly at home. Only in Canada is the vicious principle of giving money to the British treasury being considered. It is not a pleasant contemplation.

If Mr. Borden goes in for a cash contribution it will be because he is afraid of Quebec, and he and his cabinet will have written themselves down to a level in Canadian history which will not be creditable. Their gift, whether it be cash or ships, will be pleasantly received in Great Britain, where people are usually polite and courteous. It is from the people of Canada that the condemnation will come.

If we cannot have a Canadian fleet which will be worthy of Canada's place among the Britannic peoples and an integral part of the Empire navy, let us at least be as self-respecting as New Zealand and the Malay States. We claim to be a nation, not a dependency, and let us act as a nation should act. If we are not prepared to do that, then let us close up the privy council rooms at Ottawa and transfer the administration of our national affairs to a commission appointed by the British Cabinet.

The Manufacturer's Output.

ARE the Canadian manufacturers getting as large a return from their investment of capital and plant and labour as the manufacturers of other countries? This is a question of vital concern not only to the manufacturer and the investor in industrial stocks, but to the public generally. If our manufacturers are not getting adequate results then the public must pay higher prices for the products of Canadian factories than the people of other countries pay for similar products made in their country.

In the United States the total capital employed in the manufacturing industry in 1900 was slightly less than \$10,000,000,000. The value of the total products from these factories was estimated at \$13,000,000,000, or thirty-two per cent. in excess of the capitalization. If Canada is manufacturing as cheaply and as economically as the United States then similar results should be found in our census returns. According to the census of 1900 the total capital invested in manufacturing in Canada was \$447,000,000, and the value of the product \$481,000,000. This is less than eight per cent. in excess of the capitalization, which goes to prove that in the decade ending in 1900 the Canadian manufacturer was not getting as large a volume out of his factory as his United States competitor.

Now come the figures for the census of 1910, and they are even less encouraging. The total amount of capital invested grew to the very considerable sum of \$1,247,000,000, while the value of the total product grew only to \$1,165,000,000. Thus instead of having a product thirty per cent. in excess of the capital investment their product is actually less than the capital investment. This is a point which the Canadian manufacturer and the purchaser of "industrials" should enquire into. On the face of it it would seem that manufacturing in Canada is not being economically carried on or else our manufacturers are putting too much "water" in their capital stock.

Toronto's Commissions.

COMMISSION government may not be ideal, but it is certainly meritorious. It does away with some difficulties and gives a semblance of order to the administration of civic affairs.

Toronto is hesitating on the brink of plunging into the commission stream. It has some commissions now. The police commission does its work fairly well, but would be much improved by an infusion of new blood. Three members is hardly enough for a police commission in a city the size of Toronto. It has a hydro-electric commission which unfortunately is not properly constituted and contains no strong men. The electric lighting was badly managed in the constructive period and is doing none too well at present. The commission is not strong enough to enforce economy and to overcome aldermanic influence. It also has an exhibition commission, a charities commission and

one or two minor bodies.

Toronto's newest commission is a harbour commission, which seems to have set out to make a record in public service. Though a little over a year in office, it has prepared a comprehensive plan for the water front which will entail the expenditure of nineteen million dollars in ten years. Then it will have a harbour second to none in Canada, with a driveway, sea-wall and boulevard stretching ten miles from east to west. The plan cost \$27,000, but it is worth ten times that sum. But the essence of the commission's work is that it will be comprehensive, not haphazard.

If Toronto would just go a step farther, abolish its aldermen and turn its board of control into a commission elected for two or four years, it would be on the high road to civic success. It is feeling its way to that end. The sentiment in favour of it is growing. Leaders of public opinion are quietly educating the public along this line.

Toronto's Harbour Finances.

MOST interesting is the scheme of financing to be undertaken by Toronto's harbour commission. The improvements to the harbour will cost nearly twenty million dollars. The city will supply nearly two million for bridges to the island, retaining wall and boulevards. The Dominion Government has been asked to expend six millions on breakwaters, ship channels and bridges. The rest of this large amount will be raised by debentures, the interest on which will be provided by

EAST INDIAN DIGNITY

Following the lead of New Zealand and Australia, the four native Ma'ay States under British protection have decided to contribute a ship to the Empire Navy. Even the yellow natives of this portion of the Britannic world have so far recognised the underlying principles of autonomous constitutional government that they have decided upon

**NOT CASH—BUT
MEN AND SHIPS**

revenue from harbour property. This revenue is expected to be more than ample for the purpose, and there will be a handsome annual surplus.

The plan has been worked out by business men of experience. They have looked at the problem as if it were a private business enterprise. They are not asking huge sums from the citizens, and not demanding an excessive sum from the government. They are handling a big proposition as the board of a railway company would handle it.

They have employed skilled engineers and experienced financiers to advise them. Nothing is haphazard. They took no steps until every possibility had been fully considered and accurately worked out.

If the commission had been subject to the influence of politicians as is the harbour commission of Montreal, it could neither have been so businesslike in its conception of duty nor so successful in formulating a plan which will be comprehensive, effective and neither burdensome nor extravagant.

Petty Parochialism.

A RATHER striking instance of petty parochialism is given in a recent issue of the *Ottawa Free Press*. The editor of that excellent local paper comments sneeringly on the approaching completion of the government's plans for a new fifty-million-dollar Welland Canal. He says:

"Of course, the Georgian Bay Canal, a project that would be really worth while to Canada, must wait until the Welland is finished, and all the other St. Lawrence canals deepened and widened to correspond. Tory Toronto cannot wait."

This sort of comment indicates the narrowness of

the people who are behind the Georgian Bay Canal scheme. They have a sectional rather than a national viewpoint. They are more concerned with having a government spend two hundred millions in their section of the country, than with the likelihood of the country getting an adequate return for that expenditure. I could not defend Toronto's Tory proclivities, but I think Toronto shows a broader interest in national public works in Halifax, St. John, Montreal and Ottawa than some of the citizens of these cities take in the national public works in the vicinity of Toronto. Further, I believe that the new Welland Canal will have much less beneficial effect upon Toronto than upon Fort William, Port Arthur, Kingston, Prescott and Montreal.

Local Option.

WHILE the politicians of Ontario are vainly trying to beat the drums "abolish treating" and "abolish the bar," the people keep pinning their faith to local option and license reduction. The Liberal policy of "abolish the bar" has fallen almost as flat as the even more foolish policy of the Conservatives to "abolish treating." The advocates of temperance are not being stampeded. They are pursuing the even tenor of their way, as they have done since they recognized ten years ago that they had little to hope from politicians.

There are now 240 municipalities in the province where there is local option and 260 where licenses exist. Of the former 15 will vote on repeal on January 1st, and the repeals will be few. Of those having licenses, 78 will vote on local option on January 1st, and many of them will carry it. So that in January there will be more municipalities with local option than there will be under the license system.

Excessive liquor drinking has been slowly passing away for many years. The good sense of the people and the demands of modern business are killing it off. Temperate drinking is probably on the increase. More people drink beer or wine with their meals than ever before. The quantities used medicinally have also increased. Besides there are more private wine cellars than at any previous time. Hence the total consumption is not decreasing, nor is it likely that it will.

All this simply means that men and women are learning to know that liquor has its place and that it should be kept there.

Broadening Anglicanism.

A MOVEMENT in on foot to have the Anglican Church in Canada recognize the non-conformists in the interests of "Christian unity." Thirty Anglican clergymen have issued a circular to their brother clerics advocating "(a) the admission of ministers of other churches, under certain restrictions and by rightful authority, to the pulpits of Anglican churches; (b) extension of permission to members of other churches in good standing, on certain occasions to communicate."

They base their arguments on the spirit of the Lambeth Conference of 1908, "the trumpet call" of the Edinburgh Conference, the necessity for missionary co-operation and the divine rebukes against religious exclusiveness. Truly these thirty divines deserve the hearty thanks of the members of their own church and of all other Protestant churches.

Christian unity is one of the greatest needs of the day, and up to the present the Episcopal churches have set their faces against it as resolutely as the non-Episcopal churches have favoured it. That a change in this respect is coming is indeed glad news.

Deterioration in College Sports.

THERE have been several charges that the rugby games this year have been punctuated with illegal plays. The *Kingston Whig* boldly claims that Varsity won its match on Nov. 9th from Queen's by this means. It is bad enough when professional sports charge each other with infractions of the rules, but it is worse when the college teams are guilty or are even charged with ungentlemanly conduct.

When the season opened Ottawa College quarreled over a game with Queen's, and left the league to the pleasure, it is said, of the other colleges. Then followed general criticism of McGill for having employed as coach a professional baseball manager. To make the circle complete, Queen's practically charges that Varsity stole a game.

It seems to me that when two college teams play a game and then are not in a mood to sit down and dine with each other and drink toasts the one to the other, it is time that the authorities cancelled the contests.