



REFLECTIONS

IIII BY STAFF WRITERS IIII

TORONTO is a very timid city, and when it hears of a railway or other corporation seeking power to do business within or close to its borders it cannot sleep o' nights. It is trying its best to oust the Toronto Electric Light Company which is working under a franchise granted by the city in the ordinary way and

A VERY TIMID CITY which has only a few years yet to run. It has always had some quarrel with its street railway company which works under a franchise which, from the company standpoint, is the most unfavourable on the North American continent, the company paying the city somewhere about \$1,500 a day. It has never been able to make arrangements with the radial electric railways to carry their passengers to the centre of the city. These railways strike the city limits at the north, the east and the west, but are prevented from going more than a few hundred yards within the city proper. The city has never been able to arrange with the Bell Telephone Company for any rental and consequently the Bell does business without paying anything for its franchise. It has offered to pay, but the civic authorities are so timid that they are afraid to sign a bargain.

How the Canadian Northern Railway ever got into the city is a mystery. The citizens must have been hypnotised. It is the only corporation which has secured an entrance in recent years. The other day, an electric railway from Hamilton, of which the Hon. J. M. Gibson is the chief promoter, secured a limited permission to get in, but it must come underground. As engineers say such an entrance is impossible for several reasons, the grudgingly-given permission is probably valueless. The Niagara & Toronto Railway Company has a charter to enter the city and has been seeking an extension of time for construction from the Dominion Parliament. This extension has been opposed by the civic authorities and the members for Toronto. The "Globe," usually sane, describes the proposed extension of time as "insufferable tyranny" and "clearly questionable." It adds: "Toronto wants railways, but not franchise-stealers." This seems strong language in face of the fact that no railway can enter a city until its plans are approved by the Minister of Railways, until the Railway Commission has decided upon the rights of the parties, and until various other legal and engineering questions have been officially approved.

Toronto was once a town second in importance to other Ontario towns, and it came into its present primacy because of its liberal treatment of railways. Now having grown large and strong, it proposes to reverse the policy which has won it greatness. It will not trust any minister at Ottawa, any government, any Railway Commission, any legislation, any authority—except the editors of the city papers and the City Council. The Railway Commissioners may be guardians good enough for Montreal, St. John and Winnipeg, but not for Toronto. The Toronto editors and publicists praise the Railway Commission but refuse to trust it. This is quite on a par with their refusal to accept a rental from the Bell Telephone Company, while continuing to allow it to exercise a distinct and unregulated monopoly. Truly, Toronto is hard to understand.

DEDICATING the Plains of Abraham to Peace and National Unity must appeal to both Canadien and Canadian. It is true that the British were the victors in the great battle of 1759, but it is equally true that the French and the Canadiens were correspondingly successful in the great battle of 1760 on almost the same ground. If the Plains are sacred to the memory of Successful Valour, they are also sacred

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CANADIAN**

to the Honour of Unsuccessful Valour, and a monopoly of either phrase is not accorded to one race or the other. On the thirteenth of September the British were successful and they buried in common graves the dead of the two armies; on the twenty-eighth of April, 1760, the French were victorious and they buried French and British in an eternal embrace beside Dumont's mill, within gunshot of the

common graves of the previous year. For these reasons, the Plains must ever be a spot sacred in the history of both races.

In this dedication, we are not commemorating the victory of one race over the other; we are commemorating the memory of brave men and of the peace which has since enabled the two races to unite in the upbuilding of a new nation. When Charles Sangster, the Scottish-Canadian poet, wrote his celebrated poem, "The Plains of Abraham," he struck the true note in his last stanza:

"Oh, rare, divinest life
Of Peace, compared with Strife!
Yours is the truest splendour and the most enduring fame.
All the glory ever reaped
Where the fiends of battle leaped,
Is harsh discord to the music of your undertoned acclaim."

There are those who fear to see this mutual recognition on the part of the English-speaking and French-speaking Canadians. They find political advantage in playing the one race against the other, in keeping them apart, and in stimulating mutual distrust. These narrow-minded individuals are not numerous, however, and the great body of the public are making light of this fear. Even the simple-minded habitant is able to see that pride in his race and language is consistent with respect for British institutions and British connection. The late Dr. Drummond was not afraid to emblazon this in verse. In "The Habitant's Jubilee Ode" he sings:

"An' onder de flag of Angletterre, so long as dat flag was fly—
Wit' deir English broder, les Canayens is satisfy leev an' die.
Dat's de message our fader geev us w'en dey're fallin' on Chateauguay,
An' de flag was kipin' dem safe den, dat's de wan we will kip alway."

Had it not been for this spirit in the hearts and minds of the French-Canadians, Montgomery's expedition against Quebec might have been successful and Canada might have become a part of the United States of America. Again, at Chateauguay and other engagements in the War of 1812, this portion of the population again fought brilliantly for the British regime. If there are any English-speaking Canadians who still doubt, it must be because they are ignorant of the historical events of the last century and a half.

The hope of the future is national unity of aim, ambition and thought. Mutual respect and mutual sympathy are essential to national development. The history of other nations affords us little encouragement and not much guidance. The experiment we are making is almost unique, but that does not necessarily spell failure. The British Empire is successful because of its experiments, and because those who have worked out upon its ever-extending frontiers have made ventures in government which the accumulated wisdom of many centuries did not justify. Canadian success will mean much for the world's future and contribute a new principle in the interest of the world's peace and concord.

REGULATION of the corporations controlling public utilities is now fairly well secured by the Railway Commission and by advanced legislation. There is, however, little provision for the regulation of municipalities which undertake to do lighting, to supply

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MUNICIPALITIES**

power, water and street-car service. The municipalities need regulation most in order that they shall not take anything from general taxes to support these industries. In other words, a municipal service of any kind should have its own set of books and should be made self-supporting. The charges for the service should be made to cover cost of maintenance, interest on investment, repairs, renewals and sinking fund.

It is extremely difficult to discover whether a municipal plant of any kind is profitable or otherwise. For example, in Toronto some people claim that the water-works system does not pay, while others