

book shows that Sir Wilfrid Laurier, Honorable W. S. Fielding, Honorable Frank Oliver, Sir Hugh Montague Allan, Sir Thomas Shaughnessy, Mr. Charles M. Hays and Mr. E. R. Wood have no recreations.

Sometimes men say they know not what diversion to choose. That is a poor excuse, for here are a few chosen by leading Canadians: Motor boating, photography, athletics, rowing, canoeing, billiards, bibliography, horse-back riding, shooting, carpentry, skating, motoring, botany, reading, whist, music, snowshoeing, lacrosse, mountaineering, wood carving, painting, handball, camping, farming, tree planting, travel, bowling, golf, tennis, hunting, gardening, horticulture, fancy stock raising, curling, yachting, fishing, riding, cricket, exploration, baseball, bicycling, walking, microscopy, and philately. One gentleman makes an annual visit to the Rocky Mountains. The old adage that what is one man's meat is another's poison may well be revised. The above list shows that what is one man's recreation is another's labor. Golf, bowling and curling are apparently the favorite sports. Mr. J. K. Foran, assistant law clerk of the House of Commons, indulges in a happy combination of hunting, baseball, poetry, history and law. Mr. J. A. Macdonald's recreation is speechmaking. Mr. T. C. Boville, deputy minister of finance, is evidently a firm believer in a good share of sport, his relaxations being shooting, curling, bowling, rowing and cricket. Mr. John R. Booth, the lumber king of Ottawa, states that his recreation is work.

It is particularly noticeable that as a general rule the most successful men have been those who have specialized, or, in other words, have followed the same line of business from an early age. This is most marked in the case of the general managers of our banks. Without exception, they have been in the banking business since boyhood. Newspaper men are also prominent in this respect. Once a journalist, always so, seems to be the slogan. A large number of successful men in business life were first employed on their fathers' farms. The agricultural parent has given a liberal contribution to the city, commerce, trade and finance.

Many who begun their career in banks have used their experience to graduate finally as heads of leading financial houses. The pages of the first Canadian Who's Who contain not a few romantic and encouraging stories of men who, as the phrase goes, have made good. Mr. John R. Booth, of Ottawa, is but one example. Commencing business as a bridge carpenter, he removed to Ottawa in the late fifties, later becoming one of the pioneer lumbermen of the Ottawa valley, his mill at Chaudiere Falls being the largest in Canada. He built the Canada Atlantic Railway system, and in addition to lumbering now owns and operates a large pulp and paper mill at Ottawa. The fact that he commenced that enterprise when seventy years of age, is proof that his recreation, as he says, is work. While we admire men of this calibre, a sneaking regard is felt for those who produce the right mixture of labor and recreation.

As to the book itself, Mr. Cook explains that the names of a goodly number of important men representative of the financial interests of the Dominion have been omitted. Apparently they are to blame. Every director of Canadian banks, trust and investment companies, big commercial corporations, bank managers and insurance managers were circularized for data. The present volume is a good beginning. There should be ample material for an early and considerably enlarged second edition.

#### EDITORIAL NOTES.

The rapidity of present-day living is developing an acute nervous system. Complaints of noises born of city life are numerous. Whether the individual's nerves are to be better controlled or readjusted or whether the offending noises are to be squelched are the questions which have arisen. Street cars rattle roads and houses. Factory alarms awaken sleeping mortals. Automobiles emit a

variety of weird sounds from the conservative and dignified "honk" to the musical scale which gives so-called creeps to the nervous person. Errand boys whistle, vilely. Pedlars disturb the morning, noon and night echoes with a collection of eccentric cries. The citizen complains. He abhors the city of noises. He wants rubber wheels for the street cars and wireless telegraphy from conductor to motorman. The factory siren he would have quietened forever. Pedlars he desires penalized and messenger boys chloroformed. Whereas he should readjust his nerves to the things that are. The morning factory hooters are a message to thousands of workers. The nerve-stricken citizen should go to bed earlier and rise with the lark and the whistle. If he ever obtains his city of silence, we may expect to find him later praying for a pin to fall.

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The strike of Grand Trunk brake, yard and switchmen, besides being a serious obstacle to the proper conduct of business, is further proof that capital and labor, corporation and union, have much to learn in the adjustment of such troubles. The Industrial Disputes Act did its best. The railroad company made an offer which it refused to enlarge. The employees presented a demand which they would not later withdraw. And behind all can be seen the sinister influence of the tyrannical labor unions of the United States, who are running the business of labor organization, with the salaries of leading officials well in view. It is one more incident illustrating the folly of Canadian workmen failing to settle their disputes with Canadian employers without outside interference. The strikers ask for the standard rate of wages. Mr. Hays replies that the road is not getting the standard rate of earnings owing to the fact that three years must elapse before the Grand Trunk will become a trans-continental line. This seems to be a fair argument, especially with the offer of the railroad that the standard rate will be given at least three years hence. The strike shows a lack of co-operative interest. In large establishments, where employer and employee co-operate for each other's good, the best results are obtained for both. It is when corporation and union pull hard in opposite directions that business is disorganized, dividends are passed, and wages are lost.

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The convention of the American Peat Society is to be held at Ottawa. Those interested in the development of the industry in Canada, whether as a source of power or domestic fuel, are invited to attend the meetings. Two main factors are said to have been instrumental in bringing about a revival of interest in peat. One has been the increase in prices of fuel, particularly of anthracite coal in regions at a distance remote from the mines. The other has been the great strides made in the development of gas producers and gas engines, and in the use in these of low grades of fuel. Lignite and low grades of coal have been used, and, though not hitherto commercially successful in this country, peat in the gas producers has proved good business in Europe. Ontario and Quebec, which buy perhaps \$20,000,000 worth of coal from the United States annually, have extensive peat bogs. Along the line of the National Transcontinental Railway there are known to exist large deposits, in some cases of many miles. Four bogs within a few miles of Ottawa, examined by Government experts, are estimated to contain over 25,000,000 tons of fuel. The Monetary Times of forty years ago contained prospectuses of Ontario and other peat companies, which, we fear, were unsuccessful. Up to the present, peat makes a poor substitute for coal. Coal has proved its value for power and fuel. Large coal areas in Canada remain undeveloped. It, therefore, seems that until coal mining has become a much larger industry in Canada, peat as a commercial commodity will be at a discount. The country will be grateful to those conducting experiments with peat, as, in course of time, it should be made a marketable product of value.