

REFLECTIONS

By THE EDITOR

Our Friend Winston

RIGHT HON. WINSTON CHURCHILL has broken into Canadian politics with a vengeance. When he came to Canada to lecture on his South African experiences, he did much the same. He shocked many people with whom he came in contact. In Montreal, when he was dined at the Country Club, he left the guests after the meal and enthroned himself in a corner with a magazine. He stayed at the house of a prominent citizen in London and had his meals sent up to his room. At Hamilton, it is said, a distinguished Canadian proposed his health with the words: "Here's to our guest. We wish him a safe and speedy return to the land from which he came." He was most extraordinary on all occasions—and we simply said, "Genius is extraordinary."



MR. CHURCHILL.

Now Mr. Winston has again come close to our hearts with a letter which tells us that we had better stick to the pick and the plough. Perhaps it would be better for us, but most of us will be loath to take his advice. We have tried our hand at building factories and trans-continental railways and universities and we rather like the occupation. We have even ventured to say we intended to build up a new nation here with a knowledge of politics, commerce, literature, art, music, law and medicine. Perhaps it had been better had we remained a crown colony, but I fear Winston's advice comes too late.

He says we cannot build Dreadnoughts economically in Canada. He is quite right. But we shall probably build them just the same. We shall not start with Dreadnoughts, of course. We will begin with smaller vessels, but we shall come to Dreadnoughts some day, if the plaguey things do not get out of date before we reach the point.

If Brother Winston had decided to say something which would stir us up to greatest effort along naval lines, he could not have written a better document for that purpose. His taunt will only serve to make us square our shoulders to the task.

A Striking Contradiction

MR. CHURCHILL says it would be foolish to establish shipyards in Canada. Mr. Borden, on the other hand states that he has arranged with the British Admiralty to order ships to be built in Canada in shipyards to be established here. Most of us will be pleased that Mr. Borden has not decided to accept Mr. Churchill's advice. Even British shipyards in Canada, as Mr. Borden proposes, are preferable to no shipyards at all. If the British fleet gets cruising around in Canadian waters and a ship needs repairing, we shall be able to repair it. The *Royal George*, the big C. N. R. liner, was injured in the St. Lawrence, taken to Halifax, and there dry-docked for repairs. A little extension of our equipment at Halifax, and a duplication of those facilities in the St. Lawrence and at Esquimalt would pave the way for the growth of a real industry.

Mr. Borden professes to admire Mr. Churchill's letter, but in his heart he thinks otherwise. If he stays in power long enough he will have shipyards in Canada. His announcement on the naval policy in Parliament last December is a striking contradiction of his present admiration for Mr. Churchill's powers as a letter writer. The Liberals say Mr. Borden is a "Little Canadian." The *Courier* refuses to believe it. Mr. Borden will come along in good time with a real Canadian ship-building policy. It may be necessary for him to go into opposition again to develop it, but we have every confidence in the ultimate result.

Mr. Borden's party papers are already getting around. They now talk about "our" three Dreadnoughts, about "our" officers and men on these

vessels and "our" maintenance of these ships ultimately. Shortly they may be expected to talk about "our" training ships, "our" naval college and "our" policy in regard to naval defence. The successor of the statesman who gave Canada the National Policy could not do otherwise. This seeming divergence is only an "emergency" side-stepping, due entirely to political exigencies.

Prevention of Disease

DR. HASTINGS, medical health officer for Toronto, lays down the axiom for his service that prevention of disease is a business quite separate and distinct from the curing of disease. Acting on this rule, his department is endeavouring to see that the citizens of Toronto get pure water, and wholesome milk, and that infection from tubercular persons is minimized. Although in office for

The Folly of It!

If the Conservatives force a vote of thirty-five million through Parliament, will it be a gift of which the Empire can be proud? Is a closure gift likely to breed true Imperial sentiment here or elsewhere?

If the Conservatives force the Bill through the House, and it fails in the Senate, who or what will be benefited?

If the Conservatives fail to force it through the House and are compelled to drop the Bill, what will Great Britain think of us?

If the Bill fails to get through the House, and a general election is brought on, what good will be accomplished? If the Conservatives are returned to power, will their gift be any more the gift of a united and loyal people? If the Liberals win, will their policy be considered national and imperial by the defeated Conservatives?

The only solution, as the CANADIAN COURIER has maintained from the beginning, is a non-partisan settlement of the navy question. The only way to preserve Canada's good name among the Britannic peoples and to establish a naval policy which will be honourable to Canada and beneficial to the British Alliance, is to settle upon a naval policy on which both parties may unite.

Mr. W. F. Maclean, a Conservative, Mr. Hugh Guthrie, a Liberal, and some others have proposed a compromise. The non-partisan memorial, signed by three hundred prominent citizens, and presented to the Leaders in November, urged a compromise on a non-partisan basis. Can Hon. Mr. Borden and Sir Wilfrid Laurier ignore these suggestions? What will the people of Canada and the public opinion of the Empire say of them if they continue this partisanship battle on a question which affects other nations as well as ourselves? Are parties greater than principles, or the prejudices of politicians greater than our reputation among the nations?

only two years, he has already revolutionized Toronto's health department.

Toronto consumes about 100,000 quarts of milk a day, supplied from 1,000 farms. The M. H. O.'s men have inspected each of these farms and have a record of every farmer and the quality of milk he supplies. Sixty per cent. of this milk is now pasteurized, that is, brought to a heat of 140 deg. and kept at that degree for thirty minutes. All cans are sterilized and sealed before being returned by the milk vendors to the farmers.

He figures that there are 3,000 cases of tuberculosis in Toronto and his department has now 1,200 cases under observation of its nurses. He hopes that this number will grow as he is allowed to increase the number of nurses who seek them out. Every patient is supplied with paper cups, napkins and towels, and the household instructed how to prevent infection. The names of the tubercular patients are carefully guarded.

When Dr. Hastings took charge, there were 16,000 yard closets in Toronto, and in less than two years 6,000 of these have been abolished. Four

hundred houses have been condemned as unfit for human habitation.

These facts are quoted simply to show what a common-sense M. H. O. may do for a great city and how much the citizens owe to such a man. Ottawa's typhoid epidemics and Montreal's tremendous infant mortality prove what happens in a city which has no executive officer of the Hastings type or which fails to recognize the importance of the services which he can render.

The Measure of the Man

HEATED debate sometimes leads men to make statements which they do not mean. During a recent discussion in the Ontario Legislature, Mr. A. C. Pratt, M.P., made the statement that "if you scratch a Liberal you will find an opponent of the farmer." The Liberals laughed. This seemed to anger the follower of Sir James Whitney and he added, "If you scratch him deep enough I believe you will find an enemy of Great Britain."

Mr. Pratt is an intelligent citizen and his mistake should not be held to reflect upon the Conservatives as a class. His grievous error, which must mar his reputation for all time to come, should be a warning to our representative citizens to bridle their tongues lest in a weak moment they should lose reputations which are the result of years of unselfish effort.

Speaking generally, the Ontario Legislature has not shown a very high regard for its reputation in the debates of the last two sessions. That a man of Mr. Pratt's calibre should join the band of calumniators is indeed regrettable.

Poverty and Vice

THAT eternal problem of the relation between poverty and vice is being attacked in a new way. In Australia, Great Britain and the United States, governments are moving towards a minimum wage for women as a preventive of immorality. They are working on the theory that a young girl who earns enough money by honest labour to clothe and feed herself properly will not yield to the despoiler.

A recent investigation by a committee of the Illinois State Senate, where a minimum wage of \$12 is proposed, has brought out some startling evidence. It has been shown that girls are working in that city for \$3, \$4 and \$5 a week, while their employers admit that they cannot live on less than \$8. One manager of a large departmental store was so impressed by the evidence which he heard that he immediately raised his minimum wage a dollar a week and introduced other preventive regulations.

In Ontario factories and stores there are scores of girls working for less than five dollars a week and many for less than six dollars. One departmental store has a minimum of six dollars. Certain disinterested bodies have been investigating cases and have compiled evidence which will later be used to support an application for a minimum wage law.

However desirable such a law may be and however beneficial, the real motive force for good must come from a body of sympathetic employers. If the Canadians who employ women do not care whether the girls in their establishments are starved or whether they sell their virtue for food and clothing, then there is little to be hoped for at the hands of the Legislature. An aroused public sentiment is as important as a minimum wage law, because it would place upon every employer of girls a moral responsibility of which he would not dare to be negligent.

Degrading the N.T.R.

FOR some time there has been talk that the Dominion Government had changed the grades in the National Transcontinental to such an extent that it would not be the first-class road which was first intended, and that the Grand Trunk Pacific might thus have a ground for refusing to operate it. An explanation has at last been given, and it seems that some one was making a mountain out of a mole-hill. At two points, near miles 395 and 397, west from Quebec, velocity grades have been adopted. These are 4-10 per cent. eastbound and 6-10 per cent. westbound. They will not affect the economical operation of the road. Practically all the engineers agree that velocity grades might have been introduced permanently into the road without affecting traffic and greatly reducing the cost.

The answer made by Hon. Mr. Cochrane seems to be complete and probably nothing more will be heard of this "great crime." The G. T. P. cannot have any objections.