

REFLECTIONS

By THE EDITOR

Again the War Scare.

PERIODICALLY during the past five years there has been a German war scare in Great Britain. When the Tories were in power in that country they were accused of getting up these war scares in order to bolster up their naval and military programme. They were called "jingoists," "militarists," and other similar evil-sounding names. When the Liberals came into power it was thought that disarmament would be the key-note of their policy and that universal peace would be less a figment of the imagination. But even the Liberals have been stampeded by fear of the German army and German navy. All the leading papers in the United Kingdom seem to have been similarly inoculated. Only the Manchester *Guardian* utters a word of protest and urges a constructive policy of friendship with Germany.

Personally, I have never been able to see the arguments which are advanced in support of these different war scares, and I must frankly confess that I am still unconvinced. The leading Germans have always protested that there is no such thing as "the German menace," and that war between these two countries is inconceivable. Germany has a long line of seaboard and much sea-borne commerce and it is only natural that a German fleet should be in existence for the purpose of defending that sea coast and commerce if they are ever menaced. There is no reason why sixty-five million Germans should not pursue the same defensive policy as forty-five million Britishers and one hundred million United-Statesers.

The Germans blame the war scare more on the French allies of Great Britain than upon the British themselves. France is afraid of Germany and knows that her safety lies in British efficiency on land and sea, and on British friendship. Whether this German view is correct or whether the British view that Germany intends at some early date to dispute the supremacy of the sea with Britannia, is a question which every man must decide for himself. To my mind this tremendous ship-building on the part of Great Britain and of Germany will eventually lead to a conflict of some kind unless a halt is called at an early date.

The Psycho'gy of It.

PERHAPS it would be wise for the members of the British Royal Society, the Smithsonian Institute, and the various peace associations to appoint a committee of experts to diagnose this epidemic. Every nation in Europe has this war-scare disease, and so have the larger nations in America. Even Theodore Roosevelt has been overtaken by it; he came out last week with a most militant outburst in favour of a great United States navy. It may be that the home of the disease was originally in Germany, but that country has certainly no monopoly of it at present.

It is even spreading to Canada. The newspapers have nearly all succumbed. Even the *Toronto Globe* has got the bug. Its leading editorial the other day closes thus:

"How long under these conditions can Britain, unaided, hold the supremacy of the seas, which for her is a matter of national life or death? Has the time not come for the fifteen millions of white men in the outlying portions of the Empire to stand behind the motherland?"

There is this to be said for the *Globe*, however, it still stands for colonial fleets rather than for one huge fleet stationed in the North Sea. The Conservative papers, on the other hand, are out for Dreadnoughts and nothing but Dreadnoughts. They have the fever in earnest. The Conservative orators have begun again to shout for Dreadnoughts, and they are going much farther than Mr. Borden or Mr. Churchill have gone. Three Dreadnoughts, four, five, six, one every year, anything that you like. It is certainly a terrible disease when it gets into a community.

Reason Will Assert Itself.

WHEN this disease has run its course, reason will assert itself. The foolishness of the present talk must eventually be recognized. The *Ottawa Journal* is one of the few papers to see the folly of "borrowing money from Britain to present Dreadnoughts to Britain." Some people

are talking of Canada giving thirty millions, but where would we get it? The city of Toronto is short of money and cannot sell its bonds in London. The Ontario Government is short of money and is in the London market asking for it. All the leading Canadian corporations are seeking money in London. The Dominion Government itself is spending more than its current revenues. Where could we get the thirty millions?

Before Canada talks of giving thirty millions, or even ten millions, it had better get its revenues into a position where it has a real surplus. This could be done within five years by a strict limitation of expenditures. At present, however, there is no talk of retrenchment. Mr. Monk came up to Toronto the other day and talked about spending ten or fifteen millions on public works. There is the same talk everywhere. This country needs about two hundred millions new capital every year to keep the pot boiling. What folly it is to think of giving Britain ten or fifteen millions a year for naval defence, under present circumstances!

It might be possible by a popular loan here to raise money to build a Canadian navy, but I doubt if it could be done to make a cash contribution to Great Britain. Even if it were possible, it would mean taking just that amount of capital from other enterprises. Let us be reasonable and face these facts fairly.

Canada Must Do Something.

DO not mistake my attitude. I believe Canada must do something to show that she recognizes her obligations as a growing portion of the Empire. Personally, I favour a fleet unit on

THE STAMPEDE

Writing of the Naval Situation in Britain and Germany, Mr. T. P. O'Connor, Journalist and Member of Parliament, says:

"Thus we have the spectacle of two great nations being apparently dragged unwillingly, but inevitably, into an abyss of ruinous armaments, and such exasperating national feeling as ultimately makes war possible on the smallest provocation."

Is Canada also to be dragged into this "abyss of ruinous armaments?"

the Pacific and another on the Atlantic. In this way we would help guard the food-routes in time of war, and help to maintain Britannia's good name in time of peace. Moreover, we would be training a certain number of Canadians in the art of naval warfare and thus fitting ourselves for any possible maritime troubles which the future may produce. And after all trained men are more important than ships and guns. Dreadnoughts are only useful when properly manned and skilfully handled.

The most common objection to this policy is that it will take too long to work it out and that in the meantime Germany may have wiped out the British fleet. There may be something in this objection, although I cannot see it. If there is it could be overcome by building the smaller naval vessels in Canada and the Dreadnoughts in Great Britain. The latter could be left in British hands until such time as the present war scare has passed, and a Canadian naval force capable of handling those vessels has been created.

The advocates of a Canadian navy are not unreasonable. They are willing to compromise on a reasonable basis. They are also willing to see the naval question made non-political, as it is in Germany, France, the United States, and Great Britain itself. But they stand firmly on the ground that

ultimately every portion of the Empire must have a navy and a naval force of its own.

Cheap Power in London.

THAT excellent paper, the *London Free Press*, is not overly pleased with our remark that some people in London think that power and lighting is costing the city twice as much now as it did before the introduction of the Hydro. The editor says, "we do not believe there are any such people in this city."

May I be permitted to say that the *Free Press* could easily find a dozen men who hold this opinion, or one perilously near it. Furthermore, Mr. Pocock and Mr. Marr have never told the people of London what power is costing in that city. They have, so I am credibly informed, refused to give out figures, preferring to deal in general statements.

Further, let the *Free Press* ask Alderman Richter what he thinks it is costing. Mr. Richter is chairman of the finance committee of the city council, a well-known financier, and head of the London Life Insurance Company. I do not know him personally and have never had any communication from him directly or indirectly, but I think his opinion would be worth having. He is of the same shade of politics as the *Free Press*, and hence unobjectionable to that paper as an authority.

Municipal Bonuses.

WESTERN CANADA is making so much progress industrially that it has already reached the question of municipal bonuses to manufacturers. At a meeting of representatives from eleven cities, held in Winnipeg a few days ago, this question was discussed. Six cities voted for a resolution against the granting of cash, land, exemption from taxation or guarantee of bonds to any business firm desiring to establish in a Western city. Three cities, Medicine Hat, Moose Jaw, and Saskatoon, voted against it. Fort William and Port Arthur refused to vote. The meeting was unable to agree.

Ontario's experience is wholly against bonuses or exemptions. A bonused concern seldom succeeds. The best bonus of this kind, if any is permissible, is cheap land, good shipping facilities, and a plentiful supply of labour. Any city that has these to offer will get all the industries it deserves.

If the cities of the West are patient as well as diligent they will get what is coming to them without any great cost, without doubtful investments and without any misleading boom conditions.

Why Mutton Is Costly.

HON. MARTIN BURRELL, Minister of Agriculture, seems likely to achieve a record as an administrator. He is not mixing in provincial politics, nor even worrying about the political future of the cabinet of which he is a member. He is attending strictly to business as the administrator of his department—the surest way in which to bring credit to himself and his colleagues. Unfortunately his deputy minister is a lawyer and cannot be of much assistance to him. Indeed there are those who say that Mr. O'Halloran is inclined to retard the wheels of progress rather than facilitate them. Mr. Burrell will probably overcome this handicap in time.

While Mr. C. C. James, special commissioner, is preparing his report on the way in which the Dominion authorities may help the Provincial authorities, Mr. Burrell has been dealing with two great problems. The first is the revival of the live stock industry in the West. He is likely to do something of importance in connection with this subject. The second is the revival of the sheep industry throughout Canada, a subject which his predecessor fully recognized as important. By introducing thoroughbred stock he hopes to raise the grade of animals. But he must do more. He must provide for wool-grading in the same way as wheat-grading is supervised by public officials. At present, we have no system for marketing wool and the farmer is not getting, and never did get, a square deal in wool-selling. Hence the farmer has never looked upon sheep-raising as a profitable business.

The public are interested. Lamb and mutton are coming to be prohibitive in price, simply because the farmer cannot market his wool to advantage. Throughout Canada there are millions of acres, now waste, quite suited to sheep-raising. Yet, as against our 2,000,000 head, Great Britain has 31,000,000; New Zealand, 23,000,000, and Australia, 92,000,000. To revive the industry here there must be "wool stations," where the fleeces are divided, cleaned, graded, baled and made ready for the manufacturer. Our wool, when put upon the market, must be as reliable and as finished a product as our wheat, our apples, our cheese and our butter.