

REFLECTIONS

By THE EDITOR

Equality

EVEN the suffragettes are not prepared to accept equality of men and women under all circumstances. Neither are the suffragists nor the anti-suffragists. All three classes will quite approve of the action of the police department of Toronto in cancelling two motor licenses of men found guilty of picking up young women in the street. The fact that these young ladies were equally guilty does not count with the police department. The men alone are punished. If equality or mutuality was the basis of our attitude towards such offences, the social fabric would become sadly torn and frayed. No matter how keenly the women may demand equality in some matters, it would be disastrous to carry their demands to the logical conclusion.

Reforming Rural Schools

ONTARIO is making an earnest effort to reform its rural schools, by adapting the teaching to rural needs. A summer school is being held at Guelph Agricultural College to give inspectors, normal school leaders and others a broader view of the possibilities of agricultural education. Every teacher who goes into a rural school is gradually having it impressed upon him or her that the farmers' children should have their minds kept upon farm problems.

While all this is good and reflects credit on the authorities, it would seem that the chief necessity for rural education is being over-looked. This is the need of consolidated schools. Agriculture cannot be taught to any great extent in a one-roomed rural school-house. The graded country school which gathers the pupils from four or five sections by means of school vehicles and which is set in the midst of a ten-acre plot of cultivated land is the ideal. Manitoba has now over thirty such schools. South Dakota, Iowa and other states have practically eliminated the one-roomed school-house. Ontario must do the same. It is expensive, but apparently is the only solution.

Naturalised Canadians

ACORRESPONDENT in St. John wants to know if an alien, naturalised in Canada, is a British subject. Unfortunately one is compelled to answer in the negative. A citizen of the United States naturalised in Canada is not a British subject in the sense that a man born in the British Isles is a British subject. There are thousands of such Canadians who, if they went to Russia or Australia, cannot claim legal rights as British citizens.

A Russian who comes to Canada and is naturalised is not a British subject when he returns to Russia, according to the Russian view. And the Russian view seems to be upheld by the jurists who have made a specialty of international law. What is even more curious, a Russian naturalised in the United States may still be a Russian if he returns to the land of his birth. This has been a constant point in dispute between the two countries, and led to the termination, two years ago, by the United States, of a treaty with Russia that had been in existence for sixty years or more. So far as the writer knows, the point is still in dispute.

The whole question of naturalisation and its relation to international law is in a state of flux. The nations do not all take the same view of naturalisation and its effect. But Canada's position is more anomalous than any non-British nation. A naturalised Canadian has no legal rights outside of Canada. When he visits the other parts of the Empire, he is a man "without a country."

The subject has been engaging the attention of the British Government, but progress is blocked by Canada and Australia refusing to recognise that the people of India are British subjects, and hence have the right to settle in Canada and Australia if they so desire.

The Canadian Wheat Route

ONE-HALF of the wheat which left Port Arthur and Fort William for the seaboard in 1912 was carried in United States vessels to United States lake ports and thence to United States ocean ports. Canada lost the benefit

of that carrying trade. On the forty-two million bushels which we did not carry, we lost business to the extent of \$2,100,000. This sum might have been earned by Canadian boat-owners and Canadian railways if we had had the necessary equipment.

Of course, our ships and railways are doing an increased business every year. Tremendous progress has been made. A few years ago twenty million bushels would have been the limit of Canadian export capacity; last year it was forty-five million. Canada has done well, but there is still much to be done.

What we need is more ships on the Great Lakes, a new Welland Canal, deeper St. Lawrence canals and improved facilities for exporting at Montreal, Quebec, St. John and Halifax. The Grand Trunk Pacific and the Canadian Northern Railways will be completed to tidewater at an early date and the result will be beneficial. A beginning has been made on the new Welland Canal, and the work should be completed in five years. The Canadian shipping on the Great Lakes is growing fast. But all these improvements are scarcely keeping pace with the increased production in the West.

The problem of handling our own wheat and getting all the profit possible out of the carrying trade is most important. It promises also to be fairly continuous and permanent for many years to come. The carrying trade makes Britain a rich country, and it will do the same for Canada if we take the necessary precautions and have the necessary enterprise.

Our Maritime Needs

THOSE who claim Canada is not a maritime nation and hence should not have a Canadian navy, will be hard pressed to approve the Borden policy of spending millions on drydocks. The new drydock at Levis is to cost nearly three million dollars. It will be 1,150 feet long and 120 feet wide. Similar drydocks will be constructed at Halifax and Esquimalt. Besides these three huge affairs, the Government is aiding a drydock at St. John, now being built by the Norton Griffiths Company.

These works would indicate that our maritime interests are of some importance, despite the deprecations of the "Little Canada" politicians. Such excellent enterprises go far to make up for the dismantling of the *Rainbow* and the *Niobe*, and for the many speeches based on the theory that Canada has no interest in the world's great water highways.

Carelessness and High Prices

PRODUCERS of foodstuffs are careless. They do not take care of their chickens, nor spray their trees, nor pack their fruit intelligently. Consequently they make little profit from their work.

On the other hand, the housewife who purchases is equally careless. If celery is high in price, she pays the high price instead of taking a substitute. She is a poor buyer, and knows neither the cash-value nor the food-value of what she buys. Her husband is just a little bit worse.

So by the carelessness of the producer and the utter recklessness of the consumer, we have high prices and hard times. High prices lessen the savings account and when the savings account is not growing money gets "tight" and times grow bad. When the bank account ceases to grow, trouble is in sight.

Several volumes might be written on this subject, but the elementary facts are as stated. Canadians are horribly extravagant and careless.

Racial and Religious Influences

SLOWLY but surely the French-Canadian is dominating Quebec. The only race which can come any way near holding its own are the Irish Roman Catholics. The English-speaking Protestant offers little resistance. The latter apparently have not enough influence now to get a representative in the Dominion Cabinet—Hon. Sydney Fisher being the last of a long line of distinguished representatives.

The St. Johns *News*, a leading Eastern Townships journal, states that in Montreal, no English-speaking young man may hope for much in public life. It adds that these young men plunge into

business or move west—even when university graduates they never consider public service. The *News* says that "creed and nationality" are determinate of position in regard to the Montreal civil and public service.

Curiously enough much the same remark is occasionally made in Toronto. The Roman Catholic complains that there is no chance for him in that city, where the Orange Order, not the Protestant Church, exercises considerable civic influence. Probably both statements are rather strong. The fair-minded, ambitious Protestant can get along in Montreal as the fair-minded Roman Catholic may do in Toronto. Perhaps the Roman Catholics crowd a little bit harder in Montreal than the Protestants do in Toronto, but if so it will be the worse for themselves in the long run. This country must be built on religious and race toleration or else go into the melting-pot.

A New Decision Coming

APOLITICAL point is to be decided in Winnipeg this year. A protest was filed against E. L. Taylor, K.C., successful Conservative candidate in Gimli, and in it all sorts of corruption was charged. This is the usual custom throughout Canada, although the petitioners may have only a shadow of a case against the member. It is no libel to file such a petition, even when there is no proof of any charge. But in this case, the petition was published by two newspapers, the *Winnipeg Free Press* and the *Winnipeg Tribune*. Mr. Taylor claims that this publication constitutes libel and he has entered suit for \$50,000 against each journal.

Mr. Taylor's action is based on the ground that many people reading these formal and inconsequent charges in a newspaper would naturally believe him guilty and that his reputation would suffer. Whether he wins or not, it would seem that the two newspapers concerned showed bad judgment in reproducing such a document. Even making allowances for partisanship, such action cannot be in the public interest.

Heating Groups of Buildings

AN economic question of some importance has been disturbing University of Toronto circles for some time. There are twenty-six buildings in the group and it was decided to have one central heating and lighting plant instead of twenty-six small plants. The work was undertaken and proved tremendously expensive. Now that it is in full working order and results known, there is less uneasiness as to the result of the experiment.

The superintendent's reports show that in 1908-09, the cost of heating and lighting the buildings was 41.32 cents per square foot. In 1911-12, the first year of the new central station, the cost was reduced to 38.27 cents. During the past season, with all of the twenty buildings connected, the cost was further reduced to 24.15 cents. This means a saving of \$25,000 a year.

While this saving is not startling, other universities avoiding the mistakes in Toronto could probably do better. Toronto's saving would probably liquidate the cost of the plant in twenty-five years, but it is doubtful if the plant will last that period without considerable renewal and improvement. Central heating and lighting of groups of buildings is undoubtedly one of the economic improvements of the future.

Fireweeds on the St. Lawrence

THIS is the season of the fireweed. Along the St. Lawrence now, miles of these uncultivated purple-red blooms make the shore-line sing with colour an hour or so out of Montreal. These weeds are a wonderful note of colour. They are also a source of speculation to the un-Canadian tourist who has to depend upon the elderly man with the side-whiskers to explain why the name "fireweeds." He learns that though the weeds bear no resemblance to fire, they were so called because in the days of land-cleaning they came up in great numbers on the spots where log-heaps had been burned.

But though the average tourist need not be expected to know a fireweed from a sunflower, there is a limit to innocence. In the dining-room of a St. Lawrence steamer a very citified young man with a group of maiden aunts looked at some brilliant red blooms on the table and said:

"Are those golden-rods?"

"No!" said one of his aunts, disdainfully. "They're gladioluses. Golden-rods are yellow!"

A better knowledge of both Canadian wild-flowers and garden bloom is much needed. Canada is a land of flowers.