

NEW BOOKS

PRESS, POLITICS and PEOPLE. THE LIFE AND LETTERS OF SIR JOHN WILLISON. By A. H. U. Colquhoun. Toronto. The Macmillan Company of Canada. \$5.00.

Not since the publication of Sir Joseph Pope's *Memoirs of Sir John Macdonald* in 1894, and the book which followed containing Sir John Macdonald's Correspondence, has there been published a volume dealing with Canadian politics and Canadian public men so interesting and so informative as this work, so well edited by Sir John Willison's former associate, the late Dr. A. H. U. Colquhoun. The book deals with an important period in Canadian history, and with the activities of the most influential Canadians of that period. Sir John Willison preserved his own letters and the letters received by him; by the publication of the most important of them the curtain is now widely drawn, and a revelation made of what was going on behind the scenes. To many the disclosures made by this correspondence will cause amazement, and—to adopt a phrase of Dr. Colquhoun's—the rogueries of politics, as sometimes practised by Canadian politicians, will appear in the light of day.

The story of Sir John Willison's life is briefly this. He was of Yorkshire descent, and was born in narrow circumstances on a farm not far from the shores of Lake Huron. He attended a country school in the neighbourhood, and later moved to Greenwood in order to attend a better school. There he was obliged to help in farm work, in a grocer's shop, and to do similar small jobs, to pay his way. His ambition was to be a newspaper editor, and he told boyhood friends that one day he should be editor of the *Toronto Globe*. He got employment as a reporter on the *London Advertiser*, then in the control of John Cameron. Sir John came of a Conservative family, but while attached to Mr. Cameron's paper he definitely joined the Liberal party. In 1883 Mr. Cameron became the editor of the *Toronto Globe*, and his young reporter went with him to Toronto. It is interesting to note in this connection that Mr. Willison had previously applied twice for a post on the *Globe*, but without success. In 1890 Mr. Cameron returned to London, and Mr. Willison, who in the meantime had acted as press correspondent for the *Globe* in Toronto and Ottawa, was provisionally appointed editor of the paper. Blake, Cartwright and Mowat doubted the wisdom of the choice, but Laurier, who made Willison's acquaintance in Ottawa, wrote a letter to the new editor expressing his hearty approval and stating that he himself was the first to suggest the selection. Willison continued to edit the *Globe* until 1902 when he relinquished the position; and in 1903 he assumed editorial control of the *Toronto News*, a high-class independent paper. In 1917 he severed his connection with the *News*. From 1909 to 1927, he was the Canadian correspondent of the *London Times*. Willison was knighted in 1913. He died in 1927.

In the general election of 1891 the principal issue was the question of Commercial Union with the United States. An interesting episode in the campaign was the letter on the burning question of the day, which Edward Blake addressed to his friends in West Durham. It is termed a remarkable feat that the new editor was able to persuade Mr. Blake to defer publication of the letter until the election was over. The ethical aspects of this triumph may puzzle simple-minded persons, who are disposed to think that Mr. Blake's opinions on a question on which guidance was needed, if they had value—as they undoubtedly had—should not during the campaign have been concealed from the Canadian people.

The next important matter to arise in parliament was in connection with separate schools in Manitoba. The Judicial Committee of the Privy Council decided that the Manitoba legislation abolishing these schools was constitutional, and also that, if the minority had a grievance, there was power under the *British North America Act* to obtain redress from the Dominion authorities. The Dominion Government passed a remedial order to meet the claim of the minority, and the order was submitted to the House of Commons in 1895. What course was the Liberal party to take? Here again Mr. Willison gave evidence of his power and influence. He says:

After the final decision of the Privy Council on the school question I was put under the utmost pressure by Laurier to turn the *Globe* towards support of the Bill. Ross (G. W.) who was then supposed to be the political representative of the Dominion Liberal party and the Ontario Government on the *Globe's* board of directors, supplied me with an article making the curve as Laurier, Mowat and other leaders desired. I resisted pressure from Ottawa and pressure from the board of directors, and steadily and resolutely opposed interference with Manitoba. I was "ordered" to Ottawa by Laurier and while there had, I think, the most unhappy time I ever had with political leaders. Amongst those who assailed me most bitterly were Fraser of Guysborough, Lister of West Lambton and Casey of West Elgin. They, however, expressed without reserve the general Liberal feeling. The only people who gave me open support were Mulock and Martin. If the *Globe* had followed Laurier's advice, the whole party would have been committed to remedial legislation. Laurier himself probably would have been openly committed, and it would have been impossible to make such an effective fight as was made in 1896.

Later, Laurier wrote Willison strongly advising the *Globe* "not to venture any opinion until the Government had shown their hand and told what they were going to do"; and in a still later letter he wrote: "I have not yet made up my mind as to what should be done, though what information I have on the matter strongly inclines me to the side of the minority." Mr. G. W. Ross considered the demand of the minority "not a constitutional concession, but a constitutional right." The upshot of the matter was that Willison again triumphed, and the public men whose opinions are indicated in the above extract opposed the Remedial Bill with great vehemence, called it unwarranted coercion of a Province, and won the election. After the election Laurier gave this assurance to Willison: "I knew I never had a more sincere friend than you;" and their friendship continued unbroken until Sir Wilfrid introduced the Autonomy Acts in 1905, when Mr. Sifton left the Government and Mr. Fielding threatened to leave. Indeed, their personal friendship continued until Sir Wilfrid's death.

Apparently chafing under the dictation of political leaders, and tiring of the roguery of the smaller politicians, Mr. Willison, as already stated, withdrew from the *Globe* in 1902. Party journalism, he said, meant for him a succession of quarrels. His resignation from the *Globe* caused great surprise to the public. In 1903 he took over the *News*, and it started as a fine independent newspaper, not unlike in its own field the New York *Evening Post* of Godkin's day. The constituency of a paper of its kind was, however, found ultimately to be too small for so ambitious an organ of opinion, and Sir John left the *News* in 1917.

When the Autonomy Bills, already mentioned, were introduced, a spirited correspondence passed between Sir Wilfrid and Mr. Willison. Sir Wilfrid said: "In one of your issues you say that my present course is contrary to all the traditions of the Liberal party in the matter of provincial rights. Is that charge a fair one in view of Article (Section) 93 of the *B. N. A. Act*? Have the words therein inserted at the instance of Sir A. T. Galt no meaning? Is not my course exactly on the lines laid down by Brown and Galt?" To this Willison retorted: "From Confederation down, the plain meaning of the Constitution has been deliberately perverted to serve the ends of the Roman Catholic Hierarchy." Notwithstanding the breach between the two friends on political grounds, it is interesting to learn that Sir Wilfrid in 1908, through friends, held out inducements to the veteran editor to return to the *Globe*, and at one time it was intimated to the editor that a seat in the Senate might be his.

When the Fielding trade pact was made in 1911 with the United States, Mr. Willison gave reasons for opposing its adoption. It is stated that while on the *Globe* he had been sympathetic toward fiscal protection. When Mr. Taft declared that by the new treaty "Canada was at the parting of the ways", vigorous opposition developed and the Laurier Government went down to defeat in the general election of that year. Willison's opposition in the *News* was an important factor in causing the defeat.

Another interesting disclosure in this book is that shortly before the death of Dalton McCarthy he had been offered and was prepared to accept the office of Minister of Justice in Sir Wilfrid Laurier's cabinet. Mr. McCarthy was for several years a strong supporter of Sir John Macdonald, and was President of the Conservative Association in Ontario. Although not of his cabinet, he was a sort of unofficial adviser of the Conservative Prime Minister. Indeed, he induced Sir John to pass the Liquor Act known as the McCarthy Act, which was later held to be unconstitutional by the Privy Council. In 1885, when Sir John Macdonald's Government was reinforced, Mr. McCarthy's counsel was not thereafter much sought, and he soon began to grow cold toward the Administration. On April 17, 1889, he wrote Sir John about the Jesuits' Estates Act, passed by the Mercier Government, of which he sought disallowance, and about the dominance in Canada of the French and Catholic people of Quebec. This circumstance he regarded as a national menace, and he added: "It is this problem and the apparent insoluble character of the diffi-

culties that it presents, that are driving people openly to talk of annexation as the only means of escape."

McCarthy's lamented death, the result of an accident, in 1898 spared Sir Wilfrid another crisis, which would undoubtedly have arisen when Sir Wilfrid became the author of the Autonomy Bills.

Letters of Goldwin Smith are also contained in this book. The "Oxford Professor" said in one of them that he had no doubt the political union of Canada with the United States was near at hand, and if he lived a few years longer he should die an American citizen by virtue of the reunion of his race upon this Continent. His letters contain contemptuous comment upon Joseph Chamberlain, and other men of great note.

The question may well be asked: What did Willison stand for? There can be no doubt about the influence which he wielded both as a manager of men and as a journalist. He was frigid toward the Catholics of Canada, and stoutly opposed to the separate school system, and to the influence of the hierarchy and clergy at least so far as public matters were concerned. He was a protectionist in matters of fiscal policy. He was a strong Imperialist, and he believed in direct representation of Canada in the British House of Commons. One may conjecture that he would have viewed with dismay the separatist tendencies of the *Statute of Westminster*. Above all things he disapproved in unmistakable terms of electoral corruption. He described himself as a working journalist, and it is as such that he will be remembered. He wrote with marked distinction; his style was lucid, flowing and dignified. We are not told about any favourite authors except Kipling, of whose works he was an admirer. It would be of interest to know how and by what course of reading he became the master of such effective, idiomatic English.

The student of Canadian politics will find Dr. Colquhoun's book one that he cannot afford to neglect.

J. C.

THE GREEN CLOISTER: LATER POEMS. By Duncan Campbell Scott. McClelland and Stewart. \$1.50.

LILIES AND LEOPARDS. By Annie Charlotte Dalton. Ryerson Press. \$2.00.

THE TITANIC. By E. J. Pratt. Macmillans in Canada. \$1.50.

IN THE GLOAMING. By the late Dr. Eliza Ritchie.

Any of these volumes of Canadian poetry would make an ideal gift. There is little new that one can say about the work of Dr. Scott or of Mrs. Dalton. Both show the same consummate workmanship as in their earlier volumes. Dr. Scott is as felicitous as of yore in making a scene live before our eyes, and at the same time adding a deeper meaning to it. Mrs. Dalton in her longest poem is again seeking to bring forth those periods that lie far back in man's history. It is a difficult task that she has set for herself: to make us grasp emotionally and imaginatively what we are accustomed

to seek in textbooks of science. On the whole, Mrs. Dalton is remarkably successful, but occasional lines like "And sing the Prothalamium of your loves!", which is spoken of seaweeds, come dangerously close to the *Loves of the Plants* by Erasmus Darwin.

The sinking of the *Titanic* was a theme that sooner or later must have attracted Prof. Pratt. He has taken up the theme when he is perhaps at the height of his power. This is not a mere chance happening on the sea. Prof. Pratt has given the event something of the dignity of Greek drama: man was suffering from *hybris*, the worst of man's sins in the eyes of the gods, and tragedy was the only possible outcome. Where an 18th century poet would, however, have introduced outworn classical machinery, Prof. Pratt has wisely trusted to our imaginations to grasp the underlying thought. And as the poem moves on, the reader is left with a feeling of the divine and the bestial in man, of his absurdity, his pathos, and his sublimity. This is a poem not to be missed.

The remaining volume, *In the Gloaming*, will appeal not only to all interested in poetry, but particularly to readers of the *Dalhousie Review*, who were familiar with Dr. Ritchie's editorial work. When one reads this slim volume, one has a feeling of regret that Dr. Ritchie's manifold interests left her so little time for poetry. In these pages one comes into contact with a rare soul; thought, feeling, and an artist's love of form all blend beautifully. Two short poems must serve to introduce the reader to this exquisite memento of one of Nova Scotia's great women:

Dedicated to the Memory of A. R. R.

I said, "When spring comes, of the flowers fair
Within my garden will I take and give
The earliest, sweetest blossoms unto her
Within whose heart my truest life I live;

And in my orchard, when the summer's heat
Ripens the golden harvest of my trees,
Then will I gather mellow fruits, and sweet,
To give her pleasure whom I fain would please."

Summer has passed, as long since passed the spring,
My flowers bloomed not, and no fruits I have.
Now days are short and nights grow chill I bring
Sparse autumn leaves to rest upon her grave.

The other is entitled:

After.

The Pageant has passed on, the trumpet dies,
Sinking to silence as the distance grows:
Of those who stood beside me few remain,—
Homeward I turn to wait night's long repose.

B. M.

THE LEAGUE OF NATIONS AND THE RULE OF LAW, 1918-1935. By Sir Alfred Zimmermann. Macmillan (London and Toronto), 936, xii, 528. Price \$3.75.

This study of the League of Nations will be welcomed by all students of the subject, and especially by those whose fortune or misfortune it is to teach in the field of international relations. The approach is essentially historical, Part One being devoted to the pre-War system of conducting international relations, Part Two to the drafting of the Covenant of the League, and Part Three to the working of the League. While the method has become largely traditional among English writers on the League, Sir Alfred brings to the subject his own vigorously fresh interpretation which makes the book a welcome addition to the literature on this topic. A long chapter of some 160 pages on the history of the League since its founding will be specially welcomed.

Sir Alfred rightly insists that the League is simply a method of conducting international relations, and should be judged as such. It is essentially "an instrument of cooperation", in contrast with the old diplomacy which is essentially an instrument of competition. As one commentator pithily remarks, the League is merely "the maximum of cooperation between Governments at any given time," and it is a very inconstant maximum, owing to the vicissitudes of domestic politics in member states and other variable factors. Not the least handicap has been the growing popular interest in foreign politics, a development which has occurred simultaneously with the contraction of the world in time and space through technical inventions. Democracy has not yet outgrown its parochial outlook; it has not yet learned to work well in international harness.

This book is not an exhaustive treatment of the League, but rather a study in its significance. Little attention is paid to the socialist criticism that the League is inevitably impotent in a capitalistic world, or to the criticism of others than socialists that it must be endowed with power to effect peaceful change of the *status quo* if it is to establish peace. The interpretation is rather that of a liberal historian. But the author brings to his task a long historical perspective, an intimate knowledge of recent international politics, especially "Geneva politics", his usual brilliance of style, and a long experience as a teacher. All told, and within the limits indicated above, this is the most satisfactory and most stimulating book on the League which the reviewer has yet encountered.

R. A. MACKAY.

AN ECONOMIC HISTORY OF CANADA. By Mary Quale Innis, Ph.B. The Ryerson Press, Toronto. \$3.00.

Even those who most vehemently denounce the conclusions of Marx agree that material factors influence history to a much greater extent than was admitted before his theory gained the respect of constant refutation. One is therefore prepared for revelations, and perhaps

for shocks, in this first analysis of Canada's past by an economist. But the author, as a scientist, has sought cautiously and thoroughly to present the data at hand concerning that past without venturing upon controversial interpretation. The result is a handbook of Canadian economic development for which the assiduous student will render thanks, and which the persevering reader will peruse with alternate boredom and spasms of enlightenment.

The writer's husband, Dr. H. A. Innis, of the University of Toronto, a foremost Canadian economist, has contributed the preface. (Dr. Innis is well known in Nova Scotia as a member of the Provincial Royal Commission of Economic Enquiry, and author of a separate historical report upon the economic situation of Nova Scotia.) The present volume is largely based upon his volumes of *Select Documents in Canadian Economic History*. He states in his preface that sufficient research has been done in this field "to indicate the main lines of development, to warrant an outline and to suggest obvious gaps". The volume attempts "to bring together significant material and general conclusions" down to 1914, and to serve the student and the general reader. As such an essay, it will fill a need in Canadian schools of higher learning, although its usefulness for this purpose is impaired by a wholly incomplete index. Extensive bibliographies are added at the end of each chapter for the guidance of the student.

The salient facts, in so far as they are now known, are to be found in these pages. The most obvious fault of the uniquely valuable study is that, because of the presentation of the material in scraps, the reader reaches the end of the compilation of facts and comment upon them without any clear picture of the development of the Dominion. The imperfect organization shunts him in confusion backward and forward in time and hither and thither over the Dominion. In his journey through the wilderness will come, however, flashes of insight. It will dawn upon the reader, and unless he is a specialist or one of more than ordinary penetration it will probably dawn upon him for the first time, that economic factors have guided Canadian settlement and progress, and largely shaped the over-emphasized political and constitutional events. The fisheries, the fur trade, agriculture, lumbering, mining, wheat growing, railway building, secondary industries, and the profits therefrom, are here described in detail. Though this information is set down in pieces, like the parts of a jigsaw puzzle, one begins to perceive the influence of the economic factors upon early English and French colonial policies and Indian relations, the mercantile system, United States attitudes, the rise of Confederation, and so forth, and at the same time one can trace the effect of the political events upon the material development of the new country.

As the economic past is gradually reconstructed, it is beginning to be understood how these interactive forces controlled the tide of immigration which bore westward across the Dominion. No longer does Canada appear to have been built up through the impulse of romance, idealism and adventure so dramatically portrayed by a radio historian. It was the lure of quick wealth, or of a new life in a land of untouched resources, which brought the Frenchmen and most of those who followed them to our shores and, generally, to disillusionment.

Livelihood by livelihood, industry by industry, their harsh tasks, their disappointments and successes through the decades down to 1914 are recorded in the author's outline.

Interest is sustained by the frequent discovery of curious and enlightening information, as when one finds that about 1800 plaster of Paris was shipped from Nova Scotia as a "most excellent manure for Southern Wheat Lands", and that the complaint—familiar in 1936—was being made a hundred years ago that merchants, speculators and mortgagees had a stranglehold on the primary producer. Most stimulating is the picture, jumbled though it is, of the economic forces moulding the lives of Canadian men and women in bygone days. The marshalling of facts reveals them as, in their search for profit and a better living, they struggled in raw country against natural obstacles increased by war, trade depressions, isolation, governmental mistakes and internal friction. In this first *Economic History of Canada*, the human stuff emerges again and again over the efforts of the social scientist.

The book should therefore become a landmark, showing and stimulating the growing change of emphasis in the treatment of Canadian history from battles, constitutions, and the political record, important as they are, to the life of the people. A story of the ceaseless struggle for a livelihood is more instructive than the outward forms of government and politics, and is necessary for a full understanding of them. Judged from this point of view, only the first portion, a descriptive analysis of the growth and collapse of the French régime, which is an integrated study of economic forces and political developments, is history in the whole sense of the word. Unless history can be subdivided into political, economic and social plots, the major part of the book is not history at all, but an account of the economic development of Canada. It contains no discussion of the rise of responsible government, and gives hints but no balanced treatment of economic influences upon such matters as Confederation, the National Policy, and the rise of Canadianism. Scattered facts are given as little more than scattered facts. There is no satisfactory examination of such vital topics as standards of living and the national income, the uneven development of the several provinces, the relative importance of internal and foreign trade, or the groupings of population by occupation. The book closes with bare facts and figures concerning governmental borrowings and foreign investments, but attempts no composite description of the Dominion's economic life in the pre-war years. (On the other hand, the growth of industries and production after Confederation is fully set forth.) As the writer comes down the decades toward 1914, she becomes more and more concerned with statistics, and less and less with synthesis. Even when allowance is made for incompleteness of information, this criticism may still be urged.

For the student, many a ray of light is thrown into difficult matter by such crystal phrases as "a three-decker tariff", the "mosaic of nationalities" in Nova Scotia, and "railway gridiron", although there are occasional obscurities in style. One may have doubts about some judgments, such as that upon the "inefficient management" of Maritime industries, and one may question the soundness of certain economic

reasonings, as when it is held that the growth of domestic population (rather than higher domestic costs of production) resulted in the importation of New Zealand butter.

Although the twin charges of lack of clarity and wholeness of treatment may be put forward, this is certainly one of the most notable books among the perennially increasing number about Canada. Four years ago, one might have hoped that the scientific study of the Canadian economy would light the way out of crisis. At present it is safer to say that the knowledge of their economic history teaches Canadians that the generations preceding theirs have been absorbed in a grim struggle for a living, and have won the battle of their day.

G. HENSON.

WE WHO ARE ABOUT TO DIE. Prison as Seen by a Condemned Man. By David Lamson. Charles Scribner's Sons. 1935. 338 pages. Price: \$2.50.

Honours Graduate in 1925, Manager of the Leland Stanford University Press since 1928, David Lamson was in the month of September, 1933, sentenced to be hanged for the murder of his wife. The granting of a second and a third trial (now apparently in process of settlement) enabled him to continue his literary avocation and publish a book about the men and things observed during the thirteen months he spent in San Quentin Penitentiary, on Condemned Row, under sentence of death by the State. Best-sellers have not infrequently been written by convicts, not to mention the Pauline Epistles and Bunyan's *Pilgrim's Progress*.

"*Morituri te salutamus!*—We who are about to die salute you—reader! I who was your prisoner, and by you condemned to die, speak now as one of the condemned, and with my fellow convicts—" The sentence remains unfinished, and the reader is left with the rather uncomfortable feeling that somebody ought to do something about it, but that nobody seems to know just where and how to begin. Men who can write books like this one, men who prefer chess to idleness and refuse to abandon hope even when the guard comes to take them to the death-cell—surely hanging is the wrong penalty for such as these!

Dan and I did a lot of reading aloud, one reading while the other made notes; then we would thresh out what we had read. We started off with a textbook of logic, and from it plunged into John Stuart Mill's great work, finding in the pure beauty of his ordered thought relief from the stupid absurdities of the world as we knew it. Mill pointed the way to what men might be, and some day would be—creatures of reason, wise enough to perceive facts, brave enough to act upon them.

Dan was terribly afraid of fear. He made two trips to the death-cell or "Birdcage", the first one being a false alarm. Would he be master of his soul as he mounted the thirteen steps to the scaffold?

Listen, I was overseas. I was in the Argonne. I have been close to dying before. You see? Now, what's the routine here? I mean, what happens—then?

Hanging settles nothing. Hanging is merely an admission that society cannot handle the case, which is now submitted to a "Higher" Court. "Hamlet's Ghost" had killed five people with a big knife. "He was thin and disconsolate and forlorn, and fear sat on his stooped and skinny shoulders. He was above all pitiful—bewildered, dazed, utterly lost in the black maelstrom to which his fate had flung him. Also he was obviously insane." "Sure I killa them!" "I glad I killa them! *I kill 'em again!*" The Ghost was very proud of his son, for whose musical career he had sacrificed the earnings of a lifetime, and hated his compatriot Giovanni, who was a "squealer":

What you think of a man that tells lies about another man, just to get him in trouble? My pardner Giuseppe, he is good man, he has no trouble. Giovanni, he's tell terrible lies about him to the officers, to make him troubles with the officers. What you think of man that do that?

Not having friends at court, the Ghost was hanged within ninety days of the verdict. Mr. Lamson comments:

Now I am not saying that the Ghost should not have been hanged. The Ghost was properly found guilty, and the Court naturally sentenced him to hang. So the Ghost was brought to San Quentin, and duly hanged. . . They were quite right. That was the end of that. The case was all washed up, the guilty man punished. Justice had taken its course. Every one felt, when the Ghost was hanged, that something had been settled, something somehow proved, something accomplished. But I can't see that hanging the Ghost settled anything at all, or proved anything, save that the Ghost had been hanged.

Hanging hurts the friends and relatives of the hanged much more than the condemned man himself:

When you hang a man, the ones you are really punishing are his family, his friends. Not the man who is hanged. He has lived through a few days, weeks, months in which in all likelihood he has been too dazed to realize fully what is happening to him. But the ones he leaves behind—they have to go on living. On them the State takes its vengeance, in a manner sufficiently cruel to satisfy the most bloodthirsty.

Mr. Lamson has something very sarcastic and scathing to say about the tendency of prisons and jails to breed criminals instead of reforming them:

Our prisons are institutions of higher education for the criminal world, fully justifying the nickname of "colleges" by which they are known in that world. They provide ideal training for a criminal career. Tuition, room and board, are free. The faculty is carefully selected, composed of experts in their various special fields. The course of study is designed not only to provide suitable technical training for the student, but also to mould his mind and character to the requirements of his chosen career. . . I imagine that there are few legitimate colleges doing their work so efficiently as these universities of crime; few, too, in which the enrolment is increasing so rapidly.

The Postscript or Appendix gives the student of penology some valuable information about Overcrowding, Cost of Administration,

Parole, Employment, Education, Road Camps, etc., and concludes with a practical Program for the Future, based on statistics from the State Board reports and personal consultations with prison officials and Board members.

Lamson protests his own innocence, and believes in the innocence of his two best friends on Condemned Row, Dan and Jerry. Both were hanged. Lamson says of his own case: "I was supremely lucky in my attorney." We sincerely and devoutly hope that he will be acquitted after the third trial (now pending?). Dead men tell no tales, and this one was well worth reading. So we shall be keenly disappointed if it is the author's last book.

C. H. MERCER.

INTIMACIES IN CANADIAN LIFE AND LETTERS. By Thomas O'Hagan. Ottawa. The Graphic Publishers, Ltd. 1927. 94 pp.

English-speaking Canadians as a rule know very little of their own literature, but of French Canadian literature, in nine cases out of ten, they know nothing at all; they do not even know that French Canada has a literature well deserving of the name! For these ignorant ones it is a happy chance that has set Dr. O'Hagan recalling the names and reciting the merits of French Canadian poets, historians, biographers and writers of fiction; for here in this slender volume he has presented a clear and concise outline of their work, easily read and easily remembered. There are six essays in the book: *French Canadian Poets and Poetry*; *A Canadian Humourist in Parliament*; *Is the French Spoken in Quebec a Patois?* *The Patriotic Note in Canadian Poetry*; *Some French-Canadian Prose Writers*; *A Canadian Dialect Poet*. Of these six, the first and fifth taken together cover the whole field of French-Canadian literature. In the first the author treats of the poets—Crémazie, Legendre, Lemay, Fréchette, Ferland, and many others. Of these Fréchette was perhaps the greatest; he alone was honoured by having one of his works crowned by the French Academy, but each of the others added his own distinct contribution to their common literature. In the fifth he dwells on the prose writers; the historians, such as Francis Xavier Garneau, the Abbé Ferland and Benjamin Sulte; on the biographers such as the Abbé Casgrain; and on the essayists, Sir Adolphe Routhier, the Rev. Joseph Camille Roy, Victor Morin and others, a brilliant band, "who have cultivated upon the banks of the St. Lawrence," says the author, "a prose literature worthy of the genius of their gifted forbears in the land of Montaigne, Boileau, Sainte Beuve and Brunetière."

The essay on *The Patriotic Note in Canadian Poetry* is very slight, and one is struck with the omission of any quotation from the Canadian national song, *O Canada*. *A Canadian Humourist in Parliament* is also slight, and one suspects that much of the humour quoted lay in the way in which the speeches were made and has been lost when put into cold print. *Is the French Spoken in Quebec a Patois?* is a careful piece of work, the author, after a thorough examination, answering

his own question with a decided negative. The most delightful essay of the whole six is that on *A Canadian Dialect Poet*. Here, indeed, was a poet—not a great one, but a true one. Who that has ever read, or, better still, heard Dr. Drummond himself recite in his rich, bell-like voice, *Little Lac Grenier* or *Little Bateese* can fail to admire the grace and delicacy, the infinite tenderness of these poems?

Dr. O'Hagan's book is full of interest and information, and should find a place on the book-shelf of every Canadian who is interested in the literature of his country.

M. JOSEPHINE SHANNON.

ECONOMIC PRINCIPLES OF TRANSPORTATION. By W. T. Jackman.
University of Toronto Press, 1935.

THE CANADIAN ATLANTIC FISHERY. By Ruth Fulton Grant.
The Ryerson Press Toronto.

EMPLOYMENT RESEARCH. By Leonard C. Marsh.
Oxford University Press, 1935.

Those who have to lecture on Economics in Canada know how difficult it very often is to find adequate data for the more detailed questions as far as recent Canadian developments are concerned. If one looks through calendars of Canadian universities, one discovers that most of their textbooks dealing with the practical aspects of Economics are published in the United States and reflect chiefly, if not exclusively, the situation in that country. The universities deserve no blame for it. Very often there are no such books in Canada. For instance, there does not exist a recent book dealing with the general aspects of Canada's agricultural policy, and it was as late as 1935 that the first economic history of Canada, fortunately a very good one, was published by Mrs. H. A. Innis. It is therefore most gratifying for the reviewer to announce the publication of a few books dealing with some important sections of Canadian economic life, and written by authors of competence and experience. This is not the right place to describe and analyze them in detail, but the reader of *THE DALHOUSIE REVIEW* should be informed about their general aims and character, and the value of the contribution they make in enlarging our knowledge of economic life in this country.

The most outstanding amongst these books is the new edition of Professor Jackman's, *Economic Principles of Transportation*. It has long been awaited, since the prior edition appeared ten years ago, and there is no other book dealing in a similarly comprehensive way with Canadian transportation. For a book on Canada it is in the first place, though the author by no means neglects developments in other countries, especially in the United States and England. Great changes have taken place in our system of transportation since the prior edition appeared, and a good many chapters, therefore, had to be completely re-written, others to be considerably enlarged. Professor Jackman discusses in detail and with great accuracy all the problems so hotly disputed during the last few years, and he always gives his own valuable

opinion about possible solutions. In the conflict between C. P. R. and C. N. R., he is not in favour of the present method, but recommends, since amalgamation is impossible, a unified operation of the two systems. In the chapter on "Highway Transportation", methods dealing with the competition between railways and highways in the United States and England are discussed, and a similar policy is devised for Canada. The Great Lakes-St. Lawrence waterway project is examined in the chapter on "Inland Water Transportation". The author appears to be sharply opposed to the whole position. Indeed there is no vital question of Canadian transportation that is not thoroughly treated by Professor Jackman.

But there are a good many problems in other parts of the large field of Economics which have not been yet tackled adequately by science. The series "Staple Products of Canada", edited by Professor H. A. Innis, of Toronto University, tries successfully to fill some of these gaps. The writer of the latest volume, *The Canadian Atlantic Fishery*, deals with a subject of special interest for the Maritimes. Its author, Mrs. Ruth Fulton Grant, is herself a native of Nova Scotia, and a graduate of Dalhousie University. The major part of the book is taken up with description of recent developments in the dried and fresh fish industries, followed by a chapter on government intervention. The hardships are recalled which Nova Scotian fishermen have suffered from competition of the trawler fishery in Iceland, and the motor boat fishery in Norway. The fact that the number of men engaged in the fisheries of Nova Scotia has declined from about thirty thousand in 1896 to fifteen thousand in 1931 clearly illustrates the situation. Miss Grant has taken great pains to collect a very large amount of material from many sources, and has arranged and presented it clearly and efficiently. The conclusions she draws at the end of the book and the recommendations she gives are less convincing. She mentions the development of co-operative movement among the fishermen, but she evidently expects more from government measures than from self-help. Still, it is from the latter side that marked progress has come lately.

Very soon McGill University will compete with Toronto in satisfying the need for publications on Canadian Economics. With the help of a considerable grant of the Rockefeller Foundation, no fewer than thirty-two volumes in that field will be published by the Social Science Department of McGill within the next few years. It has been decided that they should all concentrate upon a central subject, namely, Employment and Unemployment. The studies are to have, as the editor, Professor Marsh, explains in the introductory volume, special reference to Canadian industries, and also to give detailed attention to the region centring in Montreal. Employment is understood in a rather broad sense, embracing not only its social and economic aspects, but also its connection with health, character, habits of life and education.

Among the books dealing with all-Canadian problems, the three volumes on the British, German and Slavic immigrant, examining their economic and social adjustment in Canada, will certainly meet with great interest. There is further a need for the announced study of "Past and present changes in farming, and their significance for western agriculture", a subject that has been successfully investigated

for the United States, but not yet in a comprehensive way for Canada. Good results may also be expected from the studies on "Seasonal Unemployment in Canada", "The Cotton Textile Industry", and "The Employment Problem of the Canadian Railways". Not fewer than sixteen studies will deal with problems of employment in Montreal, giving its features, in separate volumes on the food and drink industry, on the building industry and on the docks and harbour. Montreal iron and steel industry will be discussed, as well as the character and incidence of bankruptcy in Montreal. There will be hardly any city of similar size in Europe or the United States where employment will have been described and analyzed so often and under so many aspects within a relatively short time. Up to now, three volumes of the series have been published. In the first volume, "Employment Research", Professor Marsh gives as Chief Editor what is called an "Introduction to the McGill Programme of Research in the Social Sciences". In another volume which has been mentioned above, Lloyd G. Reynolds deals with the British immigrant. Finally, Dr. M. W. Morton in a volume, *Occupational Abilities and Aptitudes*, gives a psychological study of unemployed men. The last two volumes will be reviewed separately later on.

It is nearly always a thankless task to write an introduction to a series, if this introduction has not a subject of its own. That is not the case in Professor Marsh's book. He has apparently felt very seriously his responsibility as Chief Editor of so long a series, and has tried to give in his book the information he thinks the reader should have before studying the announced volumes. So his introduction contains a good deal about methodology and terminology, statistics and techniques, and has long chapters of more general and theoretical character. But he gives also valuable information about questions of vital interest, such as the distribution of the population, and stratification of employment. It is, of course, difficult to form a unit from so many ingredients, and indeed the book has met with severe criticism in that respect. But Professor Marsh will be better judged by his books which he will contribute now on special subjects, chiefly those with a statistical background.

L. RICHTER.

SATURDAY AND SUNDAY. By Edmund Kemper Broadus. Macmillans, 1935, pp. 260.

Professor Broadus has divided his volume of essays into three sections. The first has to do with the West, especially with the University of Alberta; the second deals with literary men; the third with such miscellaneous topics as may rise in the mind of a scholar at such times as it can find to divert itself with its own divagations.

The book is dedicated to President Tory, and the essay "Small Beginnings" is a significant tribute to the president who could create and maintain such an attitude of loyal cooperation in the staff. "I think that what I accepted was not the position or the salary, but the man." "The Long Arm of The Law" tells the story of Inspector Le Nauze's expedition into the Eskimo country to investigate a mur-

der; a story that deserves to be recorded. "At the End of the Line in War Time" reflects the temper of the West in 1916. The second section deals with Richardson, Fuller, Caxton, John Massingham, the diarist of Shakespeare's time; "not a wholly charitable person." "A puritane is such a one as loves God with all his soul, and hates his neighbour with all his heart." There is also an essay about Official Poets that contains interesting remarks about poets laureate. The third section is pleasant to read, but hard to review. "Genius at School" is for teachers to meditate upon; "Medicine and English Literature" suggests an interesting field for research; "An Old Book Shelf" will awaken memories in any reader of books. The list might be extended.

On the whole a good book, of a kind that is as yet not very common in this country.

E. W. N.

ADVENTURES IN REPUTATION. By Wilbur C. Abbott. Harvard Press, 1935, pp. 264.

This volume contains seven sections, and each section but one contains one essay. The odd section deals with Early American in two essays: James Bloxham Farmer, and Lecompton. Bloxham was George Washington's imported farmer, and a good one; and Lecompton was of transient interest at the time of the Civil War. The other subjects are: Thomas Babington Macaulay, Historian; Lord Chesterfield, Aristocrat; Victoria the Good; The Historic Cromwell; David Hume, Philosopher-Historian; and Some "New" History and Historians; the last title is added as a postscript on the title-page. The essay on Chesterfield does something to set the subject in a fairer light. Queen Victoria is appreciated primarily as a queen, and a queen of character and ability: "It was her business to be Queen of England; and she did not even pretend to any other part." Cromwell is viewed through the eyes of his own biographers, with a brief summing-up that is on the whole favourable. Hume is perhaps least necessary of the lot; he probably excited attention because so careless a historian was so great a philosopher.

The first essay and the last are the ones that are most interesting to the author. The appreciation of Macaulay is a thing to gladden the heart of any lover of letters. His defects are not obscured: for example, "he possessed the essence of that fine flower of the English universities, the clever insolence which they prize perhaps too much." But the great qualities that made his work a possession for all time are well and thankfully recognized. Grant his Whig standpoint, and his work is honest; its virtues are its own and unique. The New History and the New Historian are faithfully attended to in the last essay. It cannot be satisfactorily quoted in a mere review; it must be read, and by all historians and biographers of the school of Wells and of the cult of Strachey it should be chewed and digested faithfully.

This work is a mere paragon of a busy historical scholar; but it is a labour of love that will rejoice all friends of humane studies.

E. W. N.

STEEL OF EMPIRE. By John Murray Gibbon, McLelland and Stewart, Toronto, 1935. Pp. 423.

This volume by the General Publicity Agent of the C. P. R. is perhaps best described by its sub-title, "The Romantic History of the Canadian Pacific, the Northwest Passage of To-day". It appears appropriately enough on the fiftieth anniversary of the completion of the railway. The building of the railway appears as the culmination of the search for the Northwest passage. The tale begins with Marco Polo and ends with Sir Edward Beatty. Just 156 pages are required to bring the story down to Louis Riel's little rebellion in the Red River. Still the story of the C. P. R. eventually gets under way. It is an heroic tale, of giants against Nature and giants against giants, of near defeat and final victory. The Northwest passage is finally conquered (for the Empire, of course), and flanked east and west by a line of steamships, and consolidated by luxurious hotels and tourist camps. The heroes are honoured by the gods, that is, decorated by Her (or His) Majesty; the enemy are worsted down to the last, one Sir Henry Thronton, who is dismissed as an "anglicised American...with an apparently quenchless thirst for draughts from the public treasury". The story is effectively told, with quotations from authentic sources, the great and near-great in the railway's history appear in human (but not too human) dress, and the whole is superbly illustrated with coloured prints, photographs, coloured maps, line drawings, and historic cartoons, which give the book some historic interest and value. What a pity the electors have not been given complimentary copies! Copies should at least be placed in all school libraries.

R. A. MACKAY.

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