

vince, while the rest of it retains the old method, creates an anomaly that should not be tolerated one moment longer than may be necessary.

**The Salvation
Army Colony.**

From the intimations made by General Booth since his departure from Canada it would appear either that he is in the habit of taking rose-coloured views of things, or that some one here has been giving him more encouragement than the state of public opinion warrants. We feel quite safe in predicting that any company of colonists sent out to Canada will be, as they ought to be, carefully scrutinized, and that they will not be, as they ought not to be, allowed to settle in one unmixed community. To the better class of reformed criminals and improved paupers Canadians will offer no objection provided that they are not taxed either for their passage to Canada or their support after they come here, and provided that they are allowed to become merged as individuals in the general industrial community. A colony of such people as General Booth has in mind to send us will certainly not be encouraged and ought not to be accepted. We can better afford to leave our public lands unsettled than take the risk of burdening ourselves with such people in the mass. We strongly approve of and believe in efforts to reform and elevate the submerged tenth, but we wish to avoid placing them here under conditions which would soon submerge them again. It is a sound sociological instinct which has prompted the Toronto Trades and Labour Council to start a propaganda on the subject.

**The Block
System.**

The coroner's jury in the Weston railway collision case has returned a very moderate finding as the result of their inquest into the cause of the death of the late Mr. F. J. Joseph. In brief, the Grand Trunk Railway is censured for not making use of what is called the "block system," in the despatching of its trains, and public opinion will endorse the censure if some effort is not made to remedy the defect. The collision near Weston was caused by a local train, which had right of way under the present rules, running into the rear end of an express train that had stuck in a snow drift ahead of it. If the system of train despatching had made it obligatory on the despatcher to hold the local train at Malton until he heard that the express had left Weston the accident could not have occurred. The evidence in the Markham accident, which was caused about the same time by negligence on the part of the company's officers, went to show that trains are run on the "block system" when a snow plough is ahead; why should the same system not be employed when one train is a short distance ahead of another? Experience has shown that in such delicate time table adjustments the allowance of any considerable degree of discretion to trainmen and local agents is fraught with danger to the public, and the safety of passengers should be the railway's first consideration.

**Germany and
France.**

The European situation has been undergoing some remarkable modifications of late, as witness the approaches which have been made to a better understanding between Great Britain and Russia. As the time for the termination or renewal of the Dreibund approaches there are indications which make it at least doubtful whether this compact, which has had so potent an influence in European politics, will be renewed in the same form, or even with the same partners. But it seems rather too much to believe that there can be any foundation in reality for the misty reports that are gaining currency in some quarters, to the effect that the fleets of Germany and France will hobnob during the celebration of the opening of the Baltic canal. If, as now seems probable, Germany has

the grace to invite the co-operation of the French fleet on the same footing as those of other maritime nations, and, as is perhaps less probable, France accepts the invitation, that will be all that can be reasonably expected. Even that, however, would be a new departure of no little significance. It would give some ground to hope that both nations are beginning to tire of the expensive rivalry in fleets and armies, which is now imposing such crushing burdens upon the people of each country, and are looking about for a place of compromise, if not of reconciliation. It might hopefully be accepted as the prelude to a mutual reduction of armaments which, in its turn, would be a blessing to Europe, and a great gain to humanity. It would, indeed, be a marvellous thing should Emperor William's eccentricity take the form of a fit of generosity strong enough to prompt him to make a magnanimous effort to reach some mutual arrangement with reference to that part of the ceded territory which still retains its French character with the greatest tenacity. Yet, who knows? It is evident that the ambition of the Emperor and his military advisors to add immensely to the strength of the German navy has received a decided check, whether from the reluctance or the poverty of the nation. Hence it is possible that prudence may combine with nobler impulses to pre-dispose the rulers to seek some other road to national security than the arduous one of perpetual superiority in military and naval strength.

**A Hard-Won
Victory**

At the last moment of the session of Congress, after a most determined struggle of two years' duration in the National Legislature—in some of the States it is more than half a century old—the Anti-Lottery Bill has become law in the American Republic. Our readers will remember the beginning of the national campaign, marked as it was by the noble refusal of the people of Louisiana to accept a bribe of \$31,000,000 for the renewal of the company's charter. Since that time the struggle has been persistently waged, by the Company on the one hand by a course of attempted bribery of other states and by cunning evasions of the postal laws, by the substitution of express carriage, of operations performed at sea, etc. On the other hand, the battle again for prohibitory legislation has been waged with the most unflinching persistence. As a matter of course the friends of the lottery in Congress exhausted every device to prevent its passage by fair means or foul, and came within an ace of doing so. The Bill, as finally passed and promptly signed by the President, not only prohibits the importation of lottery matter, and its shipment from State by express or other agency, but also forbids the forwarding of any mail whatever to persons engaged in the lottery business. Thus, in the words of the *Outlook*, the lottery is now an outlaw, from one end of the country to the other. The fight is now seemingly finished, yet the gambling mania is a hydra-headed monster, and there is some reason to fear that the victory may not prove so final and complete as its would-be destroyers, flushed with enthusiasm and legislative triumph, rejoice to believe. But the lottery business is henceforth distinctly unlawful, and hence in every way disreputable, which is a great advantage gained.

**An Important
Movement.**

In reading the perpetual platform and press debates on the great tariff question, it has often appeared to us that both parties are too ready to assume that the free admission of the products of the great manufacturing establishments of older and richer countries would necessarily mean the extinction of the corresponding industries in Canada, and the permanent importation of the finished products from the Mother