

is needed, as their movements are creating a great scandal in the Northwest and causing alarm to more rational settlers, who, quite naturally, regard the bodies of Doukhobours on the march as so many lawless tramps.

We have private advices that, when working individually, part from their sect, they are most industrious and reliable, though a somewhat disagreeable people owing to their austere views of life and society.

If the report is true that the Russian Government desires the Doukhobours to return the Canadian authorities will be well advised if they give every assistance to this movement.

STREET CAR ACCIDENTS.—An accident this week which caused a child to be literally cut into two pieces by a trolley car draws attention again to the urgent necessity of having the street cars equipped with a fender better adapted for its purpose of preventing a person being run over by the car wheels. The local company has done much to improve the service and is manifesting a commendable desire to meet the convenience of the public. It has expended a considerable sum on experiments with car fenders, which present a very difficult problem. There seems, however, in the case in question, to have been some defect in both the fender and break of the car which killed a child under the most horrible circumstances. The Street Railway Company will, no doubt, of its own motion, adopt such measures as will minimize the dangers of its service.

There are accidents, however, which are caused by the insane recklessness of pedestrians and drivers as well as those attributable to the railway by careless and oft times inexperienced motormen. The terrible one at Toronto this week by which a man on a bicycle was killed instantly would not have happened had he paid heed to the warning of the motorman. But he kept on, apparently daring the driver to run him down, this unnerved the motorman, the result being—a fatal accident. Why cannot pedestrians, drivers of vehicles and bicyclists, wait until a car passes—they will never be run over when crossing behind a street car, or other vehicle.

GAYNOR AND GREENE.—Our United States friends are speaking of the delay which took place in reaching a final verdict in the Gaynor & Green case as a scandal to the course of justice in Canada equal to the notorious delays which occur in the United States, where it is quite common for an accused person to be on trial for several years. Our critics are astray in this matter. The Gaynor-Greene case is not typical, but very exceptional. They were not criminals on trial in Canada. As a rule an accused person in this country is put on trial promptly, not infrequently he is sentenced the day following his crime, or arrest, and delays over legal dis-

putes are rare in criminal cases. The American press would do the State great service were its powers exerted to reform the course of judicial procedure in that country, taking Canada as an example. We must confess, however, that there was very unusual delay, not creditable, in this Gaynor & Greene case.

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THE NAME CRAIG ST. ASKED TO BE RETAINED.—One cannot but wonder at times under what inspiration certain actions are taken by public men. Who, for instance, set the movement afoot for changing Craig St. into St. Antoine St.? Certainly the inspiration came from no residents, or persons engaged in business on Craig St., nearly three hundred of whom have petitioned the City Council to reconsider the resolution to change its name. No benefit, direct or indirect, could be derived from changing this name, but very serious, very costly, very prolonged annoyance would be inflicted on business firms who are established on Craig St. It is open to question whether it is advisable to have one name for a very lengthy thoroughfare, or, for it to be divided into sections. In British cities the latter plan is usual. Under ordinary circumstances the changing a street's name ought never to be done unless demanded by public convenience and the wish of the residents.

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THE NELSON CELEBRATION.—The 22nd inst., is the centenary of the battle of Trafalgar, and the death of Admiral Nelson.

Celebrations in honor of the memory of the greatest naval commander ever known are organized to be held all over the British Empire. Here, the St. George's Society will celebrate the event by assembling at the Nelson monument where appropriate addresses will be delivered and the statue decorated with wreaths.

Those who stand aloof from this celebration out of regard for the sensibilities of our French-Canadian fellow citizens attribute to them a sensitiveness which they do not feel. When the French fleet was at Portsmouth a salute was fired, therefrom, in honour of the old ship "Victory" which Nelson commanded and on which he died. When the Admiral, with his officers and a contingent of seamen from that fleet were passing the Nelson monument in Trafalgar Square, London, they all drew up in line and formally saluted to do honour to the hero of Trafalgar.

It is too large a subject to enter upon here, but it would be an easy task to prove that the ultimate results of Nelson's victory on 22nd October, 1805, were an incalculably great blessing to the people of France, as distinguished French writers have declared. It would be a happy thought to invite some of our French Canadian fellow citizens to join in