

States is not aware of any intention which is unneighbourly. If so, the Rush-Bagot Treaty will be strictly observed in spite of all rumours to the contrary, and Canada will not be placed on Uncle Sam's commercial black-list. Time alone will disclose the real intentions of those who deal with national policies in United States official circles.



**A**NSWERING the argument that if Canada builds a baby navy, there will be graft and abuse and bribery of constituencies by naval expenditures, the *Toronto Star* says: "If the duty of maintaining a fleet serves to increase public interest in government and citizenship, so much the better for Canada." This is a statement which will bear some examination.

In connection with military expenditures in recent years, there have certainly been some abuses of patronage. In connection with the building of post offices there have been some abuses of a similar kind. But would anyone suggest that, for this reason, we should abolish the militia and cease the building of post offices?



**W**HEN it comes to making agreements with governments to build railways, Messrs. Mackenzie and Mann of the Canadian Northern Railway have all other railway kings fairly beaten. This newly announced agreement with British Columbia is only one of many such triumphs. The highest compliment they have ever received is embodied in this contract and in the statement made by the Hon. Richard McBride that "the company has already guarantees from other provincial governments for interest on its bonds and has never yet defaulted in its interest, and the provinces have never been called upon to pay a single dollar." So that Mackenzie and Mann can both make agreements and keep them.

In spite of the resignation of two members of the British Columbia cabinet who do not approve of a guarantee of \$35,000 a mile for the 600 miles of road through Old Cariboo and the Fraser valley, it would seem likely that Mr. McBride will be successful in his November appeal to the people. The Opposition has just changed its leader; a policy of public expenditure usually wins votes; and the bargain seems a reasonable one.

It is an open question, however, whether this company will be able to build the road for the estimated \$50,000 a mile. If the National Transcontinental from Winnipeg to Lake Nepigon has cost \$100,000 a mile, this new road across the Rockies and down the narrow rock-bound valley of the Fraser should cost quite as much. This doubt, however, only serves to emphasise the value of the bargain which the British Columbia Government has made. No matter what the cost may be, the whole credit of these railway builders and of the Canadian Northern Railway is pledged for the completion of the road within four years from the ratification of the agreement. When that occurs, Canada will have her third transcontinental line. What a change in less than forty years!



**A** GRAND TRUNK RAILWAY managed by a Canadian board would be as successful as the Canadian Pacific or the Canadian Northern—Sir Charles Rivers Wilson to the contrary notwithstanding. The capital in these two successful companies is as largely British as the capital in the Grand Trunk. There is no reason, except the precedent of unsatisfactory years, in favour of a London management of the oldest Canadian railway.

The changing of the office of President from Sir Charles Rivers Wilson in London to Mr. C. M. Hays in Montreal is a step in the right direction. A further change of the offices of directors from men in England who do not know local conditions to men in Canada who do, would be a further improvement. The road has great possibilities. Its traffic is growing and will continue to grow. Its only incubus is the mismanagement of the British directors between 1850 and 1890. The only method by which the financial mistakes of the past will ever be rectified and a dividend secured on the common stock, lies in a change from an English to a Canadian board of directors. What would Englishmen think if a board of Montreal financiers were to endeavour to manage the London and Northwestern Railway?

Sir Rivers Wilson quotes precedent. The only precedent is the Grand Trunk. All other institutions, built up in foreign countries or colonies on British capital, are locally managed. A Canadian board for the Grand Trunk is as inevitable as was a Canadian tariff and a Canadian postmaster-general.

#### YACHT RACING SEASON BEGINS

**T**HE sailing season is safely over and the yacht racing season has begun, the opening event being the appearance of Sir Thomas Lipton in New York with his usual propositions for a race for the America's Cup. Sir Thomas' proposals are reasonable. As the rules now stand the challenger for the big yachting trophy must be capable of making the trip across the ocean, while there is nothing in the rules that requires the defender to be anything but speedy enough to hold the cup. This makes the race a contest between a sea boat and a skimming dish and keeps the yachting supremacy safely anchored under shelter of the New York Yacht Club.

Now 'tis said that the New York club does not want to race but simply wants to hold the cup. It is also whispered that Sir Thomas would be more surprised than pleased if the parties of the other part should suddenly concede what he asks and put him to the trouble and expense of building another yacht. Under these circumstances it is not surprising that the wise ones of the yachting game are not sitting up nights figuring on the possibilities of the next race for the America's Cup.

However, there is a ground swell at work that may yet upset the calculations of the aristocratic heads of yachting on this continent or rather the waters thereof. There are murmurings among the smaller fry of the great wind game that are gradually reaching upward, to the effect that it is time for a change and that the New York Yachting Club should maintain its position as a sporting body rather than a holding corporation. In time, it may be a long time, this unrest is expected to reach the top. Then the New York club will be forced to get down to racing on a sporting basis and Sir Thomas will be again chased to the designers. But the time is not yet.

Canada Cup matters do not seem to promise much this season for the reason that no one has been discovered with the price and inclination to build a challenger. For doubtless you know the system under which the best yacht racing is conducted on the lakes. A man is discovered who has a thirst for fame and the price to satisfy it. He furnishes the money, some chap in Britain the boat, and a leading yacht club the sailors. They tell of one proud owner in Toronto who while a race was on danced from one foot to another on the wharf and anxiously enquired of the spectators, "Which is my boat?" They explained to him afterwards, as they have done to others, just why that boat didn't win and just which clause of the rules should be changed so the other boat would be disqualified. Naturally he's satisfied. So well satisfied that he quit right there.

Thus at times the available supply of challengers becomes exhausted. This is one of the times.

It has been a good sailing season and the men who are really the backbone of the sport are eminently satisfied, but as a yacht racing season the winter of 1909-10 promises to be a rank failure.

J. K. M.

#### MURDERS AND A MORAL

**C**ANADA has been for years given to patting herself on the back as a law-abiding and law-enforcing country, and has held up white hands of horror at the stories of lynchings in the Southern States and murders in the mining regions of the Western States. But it is high time for the enlightened Province of Ontario to ask itself what has become of trial by jury and the administration of justice. A judge calmly refuses to accept the twice-turned verdict of a jury in a case of extraordinarily distressing circumstances. On the other hand, juries bring in verdicts of manslaughter where crimes demand a verdict of absolute condemnation. The verdict and sentence in the Blythe case were such as to diminish seriously the public confidence and trust. The most brutal murder which Ontario has known for some years has been regarded with a leniency that is the greatest menace with which a peace-loving community can be threatened. The Blythe criminal is a creature deserving the severest penalty the law can inflict and he is treated with a sentimentality which is disgusting to any sane citizen. Such sentences merely encourage crime and brutality and show that we have lost a sense of civic responsibility. Nothing is more conducive to the anarchy, which is an even worse condition than tyranny, than the flabby condoning of offences which strike at the very root of civilisation. Capital punishment is, as the great statesman Burke has informed us, a solemn and awful act of justice. Are we prepared to abolish it? France tried the experiment and found that crimes of violence increased at such a rate that it was absolutely necessary to restore the extreme penalty. As matters appear now in Ontario, there is more law than justice. FRITH.