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A DEADLY CANKER.

The American Government is going to deal with the subject of divorce. There is terrible need. It is estimated there have been 500,000 divorces in the United States in twenty years, and that 1,500,000 children have had their homes broken up. This is a deadly canker at the heart of the social system. The three institutions that make society possible are the home, the church and the state, but the greatest is the home.

The want of a uniform divorce law for all the States is partly the cause, and President Roosevelt is perfectly right in attempting to centralize the State's right in this respect in the federal power, and to supply a legislative cure to this canker under which decency is given to the winds. The sanctuary of morality and happiness must soon be profaned and destroyed under a system where the lady celebrates her divorcement from her husband with all the eclat of a wedding, and where the husband helps his wife to a divorce, settles an income on her, and gives her away at her second wedding. All this is manifestly a lesson to Canadians to maintain divorce on a sound moral footing with a court after the English model, to uphold the sanctity of marriage and prevent recourse to the divorce mills of the United States.

SUPREME COURT JUSTICE.

The Registrar of the Supreme Court of Canada is publishing a new treatise on the practice and jurisprudence of the Supreme Court. This work has been rendered necessary by the work of the commission that have been engaged for sometime upon the revision of the statutes, changes in the Supreme Court Act, and by the many additional cases that have been decided since the last revision eight years ago.

It is a third of a century ago since the Supreme Court of Canada was established and organized, but owing to the unprecedented character of the institution, and the loose definition of its jurisdiction in the original Act the statute has been found to be elastic, and to readily lend itself to amendment. The Commission have felt themselves free to undertake not only the work of consolidation, but also that of improving the text itself. The result of the Commission's work will undoubtedly be to afford greater celerity and certainly in decision of cases that come before the Supreme Court.

THE SHAME OF IT.

The public were shocked when apprised of the "listening department" of the Bell Telephone Co. At the investigation by the Commission, the manager of the Company in Toronto stated that he was positive that no leak ever occurred, and that the conversation was never given away. The suspicions of the public have been confirmed. There have been leaks. Evidence before the Commission tends to confirm the worst suspicions with regard to the system of espionage. The term listener carries with it its own contempt, and ostracizes the party who listens beyond the pale of decency.

The shame of the Company is that while the public believed they had a secret service, the Company systematically deceived them, and in this way obtained a mass of private business under false pretences.

The evidence shows that in one particular case the listener was put on long distance wires which utterly disproves Manager Dunstan's contention that the listener was used only to determine if patrons were using their phones for domestic or business purposes. Moreover, the evidence shows that the Company was ready to use the listener to further the ends of a political party in an election trial. If the Bell Telephone Company intends to debase its privileges and become a common spy it cannot complain if it receives the justice that is meted out to spies when hunted down and caught.

PURE MILK

No article of diet is of more importance than milk, and while its absolute purity is very essential to the health of the city, nothing is more susceptible to impurities of various kinds than milk carelessly handled. The question of a pure milk supply for the city should engage the attention of the medical officer at once.

There are, no doubt, some milk dealers in the city who are scrupulously careful, but even the casual observer can see evidences every day of a milk supply that cannot be conducive to the good health of the citizens who are served by it.

Some physicians have examined samples of milk and found them to be by no means as pure as they should. The milk bylaw of the city pretty clearly defines the conditions under which milk may be sold and the care exercised in the dairy, that these regulations are carefully carried out is highly important that at this time, when sanitary conditions are no better than they should be, that every care should be taken to see that the milk supply is as pure as possible.

THE PASSING OF A HERO

The recent death of John G. Paton, the great missionary of the New Hebrides, marks the passing of one of the heroic figures of the last half of the nineteenth century. Few men have labored more unselfishly and courageously for the uplifting of his fellow-creatures, and few men who battled with terrible odds have lived to see so full a fruition of their efforts. When the missionary landed in Tanna, 45 years ago, where he began his work in the Archipelago of the New Hebrides, the inhabitants were counted the most savage of aborigines, practising cannibalism and continually engaged in violent tribal wars. During the first twenty years of his life on the island seven of his fellow missionaries were brutally murdered and several of them eaten amid all the horrors of cannibalistic rites. Nothing but an iron faith in the success of his divine purpose carried him through every appalling disaster. He is a pre-eminent example of the man whom Ralph Conor describes: "The measure of a man's power to help his brother is the measure of the love in the heart of him, and of the faith he has that at last the good will win. With this love that seeks not its own, and this faith that grips the heart of things, he goes out to meet in any fortunes, but not that of defeat." After forty-five years of laborious and constant labor there are eight islands of the New Hebrides group Christianized and civilized, eighteen thousand Christians with eighteen churches; there are schools, hospitals and training institutions, life and property is inviolate, and all due to the humanity and heroic faith of Dr. Paton. His work proves that these results are not the outcome of any natural or social evolution, but a direct result of missionary effort.

THE OUTCOME OF THE OPPOSITION

"There is little discussion except when the opposition members bring home to the Government supporters the defects of the Autonomy legislation." Such is the chronic screech of the Journal. The statement is barren of truth. The leader of the Opposition only yesterday voiced the sentiment that the legislation the Government were bringing down was of such a primary and essential nature that no radical criticism could be offered. It is true that once during the present session the leader of the Opposition ventured the statement that Alberta received a cold deal in the Autonomy Act, and insinuated the exchequer of the province was impoverished thereby. The premier promptly challenged the statement and most effectively replied, showing that Alberta got far better terms under the Alberta Act than Manitoba or British Columbia received under the Acts admitting them to Confederation. One of the campaign cries of the Roblin party in Manitoba in the present election is that Alberta and Saskatchewan received more generous treatment than Manitoba. Last year Manitoba received for all purposes $615,222.26, while for the same purposes Alberta was paid $1,030,375. These figures are from the Winnipeg Telegram, and are quoted to show that the opponents of the Autonomy Bills are at cross purposes to raise a case.

The truth is the leader of the Opposition has shown a discreet and commendable silence upon the measures that have been brought down and has generally only words of approval. Such a state of affairs is a matter of congratulation and a tribute to the care and ability with which the members of the Government have prepared the measures before submitting them to the Legislature.

AGRICULTURAL RESOURCES STILL UNDER PROVINCIAL CONTROL

The Ontario Government was waited on a few days ago by a deputation from Northern Ontario protesting against the consistent and continued policy of draining that district of its resources for the benefit of the southern and more settled portions of the Province. The chief complaint of the delegates was that the agricultural resources of their country had been completely and deliberately ignored, that the country was stripped of its timber and robbed of its minerals, but that no appreciable portion of the millions thus gathered into the provincial treasury had been returned in the provision of roads, bridges, railways and other means commonly necessary for enabling settlers to bring the land under cultivation. The tendency of this long-continued process was to drain the region of its wealth of mineral and timber, while making no provision to replace these exhausted resources by the agricultural development which might become the foundations of permanent and abounding prosperity.

If the representatives of the delegates mean anything they mean that while Ontario has derived large revenues from the timber and mineral resources of the northern districts it has been enabled to do so only by crippling the future of those districts and maintaining them in the character of uninhabited and uninhabitable wilderness. This was the trap into which the Opposition would have led the Provinces of Alberta and Saskatchewan, to which proposal the Conservatives of Alberta devoted themselves with the energy of deluded enthusiasm. However less valuable may be the timber and mineral resources of these Provinces as compared to those of Ontario, measures how much worse would have been our enforced treatment of our agricultural resources than that meted out by Ontario to the agricultural resources of its hinterland.

A Province can support its governmental machinery from its natural resources only by a policy of spoliation.

Summarizing the representations of the northern delegates tthe Toronto News says:

"Algoma was heard to-day.

"The men of the north, fur coated, strong, stalwart pioneers of that rugged, slowly-settling country, whose powerful possibilities are scarce yet known, marched to the Parliament Buildings this morning, and had their say. They spoke strongly, resolutely, into the ear of the Prime Minister of the Province and his Cabinet concerning their grievances, their needs, their aspirations, for they have all these in an abundant degree.

"Algoma, they say, has fully shared the general prosperity of the Province. The Cobalt development is overruning the district. It is not the Algoma of half a decade ago. It is ripe for organized development, for official preparation for its great future. The Government figures of 1905 show that only five settlers located there; last year none were chronicled, and this in a district 200 miles wide, and 700 or 800 miles in length. There is, they say, arable land waiting to receive 2,000,000 settlers who will undertake its agricultural development.

"The Northerners claim that the great Mississauga timber reserve of two million acres should be opened up for settlement, and that the Ontario Government should use its good offices with the Dominion authorities to release the great percentage of the land along the north shore of Lake Superior now held for Indian reserves. The discovery of rich copper mines and the inrush of American speculators promise to make the country within a few months a hive of mining industry rivalling Cobalt. At the present time the Sault City and the surrounding district have to import nine tenths of their eatables. With the influx of miners anticipated it is feared the price of foodstuffs will rise beyond bounds unless there is prompt agricultural development.

"The people of Algoma are deadly in earnest in this enterprise. Twenty-seven out of the district's twenty-eight municipalities are represented, and the total delegation numbered over 200.

"In brief they asked:

"A special grant of $300,000 for the purpose of building a sound and safe wagon road all the way from Sault Ste. Marie to Sudbury, covering a country much traversed and inadequately supplied with travelling facilities.

"The building of a railway from Sault Ste. Marie northeasterly to the main line of the C. P. R. and the Grand Trunk transcontinental system, a distance of 200 miles.

"The enactment of laws making it impossible for speculators to tie up large tracts of land without paying their fair share of municipal taxes.

"Larger grants to schools in the agricultural sections.

"The withdrawal from the licenses of all lands where pine has been cut and where settlers are established.

"The establishment of a time limit for lumbermen and permission to the farmer to cut all timber other than pine.

"The calling of tenders for the building of colonization roads.

"An equitable method of taxing mineral lands where the claims are lying unworked.

"The sale in small lots of timber lands unfit for cultivation and the right to hold tax sales every year.

"The feeling seemed to exist that Algoma had not secured fair treatment. They claimed 0 per cent. of the revenue from New Ontario should be returned to the district for development purposes. Colonization roads were the great need. The agricultural sections lay along the valleys of the rivers, and were not reached by the railways. Settlers accordingly did not come in.

"Attention was called to the fact that out of $135,000,000 of revenue of the Province since Confederation, they pointed out that New Ontario had contributed $45,000,000, a very small part of which had been returned."

COMMENDS GOVERNMENT

A recent issue of the Lloydminster Times discussed a meeting held in that town by Hon. C. W. Cross and J. B. Holden, M.P.P., in the following editorial:—

"There can be no question of the interest of the pleasant meeting in the Masonic hall addressed last week by Mr. Cross, attorney general for Alberta, and Mr. Holden, member of the Alberta parliament for the Vermilion district, in which, as is well known, the Alberta portion of Lloydminster is included. We had learned beforehand that the topics to be dealt with would be non-political, and with the exception of one reference this turned out to be the case. It was, indeed significant, that while the meeting was primarily held under Liberal auspices and for the Alberta side, there was a large number in the audience who reside on the other side of the line and who cannot be classed with Liberal politicians. The address delivered by Mr. Cross was eminently practical, and the policy of the government in relation to the taxation of the railways, the simplification of legal procedure, and the process of land transfers and the establishment of a trunk telephone line owned, operated, and controlled by the government was obviously approved by those present independent of their political preferences. The prospective policy respecting the sessions of court in Lloydminster and other similar towns, and Mr. Holden's promises in regard to the construction of roads and bridges were naturally well received, for their usefulness is surely apparent to all. It was obvious that one great object of the visit of Mr. Cross was to enlist the active support of the local people for the government in their struggle with the powerful Bell Telephone company. As Mr. Lisle prudently indicated, this is a matter for future discussion, but at the same time most people would certainly prefer, other things being equal, a governmental system to one owned and controlled by an American syndicate. The late Sir William Harcourt once declared that "we are all socialists nowadays." This is to a large extent true—at any rate in regard to the great public utilities—and there is a growing feeling, a healthy feeling too, in favor of the ownership by the state or municipality of such utilities as the means of communication, water supply and lighting plant. The public ownership of the railways in Canada does not for the present fall within the sphere of practical politics—and we are heartily sorry for it—but there is no reason why the telephone system of the North-West should be placed at the mercy of any great company, however specious their offers may at first be. In the taxation of the railways—with more to follow if the appeal to the privy council be successful—and in the establishment of this telephone trunk line the Alberta government should undoubtedly have the people behind them entirely irrespective of partisan politics. If we did not approve of this policy we should have no hesitation in saying so. We do strongly approve of it, and have just as little hesitation in expressing our approval."

HUDSON'S BAY ROUTE

The announcement by Sir Wilfrid Laurier that before the end of the present session he expects to make an important statement regarding the Hudson's Bay route, and his expression of opinion that the western provinces should have an outlet for their produce, via Hudson's Bay, will be received with marked approval in Alberta and Saskatchewan.

For some years an effort has been made to secure evidence as to the feasibility of this route and in every case reports have been more or less favorable and the further the investigation is pushed the greater the evidence that the route is feasible.

Mr. Elihu Stewart, Dominion superintendent of forestry, made a trip down the Peace and Mackenzie rivers last year and also through Hudson's Bay. On the way to Fort Providence he met a captain of a whaling vessel who said he found the sea nearly free from ice during the summer, which is a remarkable occurrence as the greatest danger in navigation by Hudson's Bay is from ice floes in summer. The sailors on the whaling vessel claimed that the same conditions existed right up through the Arctic ocean. At Fort Providence, where he had spent some time, Mr. Stewart had found that wheat planted in May could be reaped in July, a very remarkable showing for a territory over three hundred miles north of Edmonton. These are only added evidences regarding the splendid resources of the north country and the feasibility of finding a short grain route to the European market through Hudson's Bay. The deliverance of the Premier upon this question will be one of the most important utterances made in the House of Commons this session.

THE CHANGE OF FRONT.

Replying to the Opposition assault on the Investigation Bill on Tuesday of last week, Sir Wilfrid Laurier drew attention to the remarkable change of front displayed by the Opposition members on the matter of safeguarding the public against the summary tie-up of public utilities. Sir Wilfrid said (Hansard):

There is a remarkable change of front on the part of gentlemen on the other side of the House; a change of front which, I suppose, also means a change of heart. When this Bill was under discussion the other day (and it was discussed at some length), the only member opposite who opposed the Bill was my hon. friend from Jacques Cartier (Mr. Monk). I can pay him the compliment that he is consistent, but I am afraid I cannot pay the same compliment to any one else on his side of the House. The only fault which these gentlemen had to find with the Bill on its second reading was that it did not go far enough. The Bill was introduced two months ago at the conclusion of the Lethbridge strike. That strike had continued for some months, and it was fraught with great danger to the whole social life of the western provinces. We were on the eve of a severe winter, and the people in these provinces were threatened with a shortage of fuel. At the conclusion of that unfortunate strike the evil was admitted on all hands, and the government decided to introduce legislation calculated to prevent the possibility of such strikes in the future, or, at all events, calculated to make it more difficult for these strikes to occur. The only criticism offered to the legislation at that time was that it did not go far enough, and that the Bill should be amended so as to make it impossible that a strike could occur under any conditions whatever.

We are met with two propositions today. The first is that we should postpone the Bill to another session, and the only reason advanced is that the railway men are opposed to it. So far as my information goes, this is the only class of organized labour opposed to the Bill. Now, if there be one class of organized labour men who are opposed to this Bill while all others are in favour of it, is it reasonable that we should listen to the one and forget all the others? If there are nine favouring the Bill and one opposing it, should we not go on with it? It seems to me that it is sufficient to put such a question to show how unfair it would be to accede to such a request. But it has been stated that the railway men have requested that this Bill should not apply to them. The reason they give is that which has been just stated by the hon. member for South York (Mr. W. F. Maclean), that it interferes with their right to strike. Sir, that point has been answered already by my hon. friend from Nanaimo (Mr. Ralph Smith). There is nothing in this Bill to prevent them striking, but there are conditions proposed. Everybody agrees that a strike is a very great evil. If I wanted to show the evil and danger connected with strikes, I could do nothing better than recall the very eloquent speech made by the hon. member for North Toronto (Mr. Foster) a few days ago, in which he forcibly depicted that great evil, and wanted us to declare that there should be no strike under any circumstances and that the moment an award was made it should be binding.

Mr. W. F. Maclean—Will the right hon. gentleman allow me to state the case of the men? He did not quite meet it. They claim that the right to strike is one of their privileges, and part of the right to strike is the selection of the time when they shall strike. By this legislation you take away from them the selection of the time.

Sir Wilfrid Laurier—Let us discuss the question as it is. The railway men have a right to select their time to strike; all labour men have that right; and both the men and their employers are accustomed to use strategy in this respect. The argument is not a responsible one. Here is a dispute between the employers and the employees. Instead of the men being allowed to go on strike, or the employers to have a lockout, the law says that before either is resorted to, their differences shall be submitted to a board of arbitration. The board of arbitration makes an award, and after the award is made, it is open to the men to strike if they are not satisfied, and it is also open to the employer to have a lockout if he is not satisfied. But we say that we should interpose and reserve the right to strike as a supreme resort. There is nothing in this legislation to prevent men having a strike, which is a powerful and sometimes the only weapon they have against the possible tyranny of employers; but we say that before this right is allowed to have its effect, every possible means shall be taken to prevent it taking place and to have the differences adjusted. The railway men claim that they should not be subjected to this law. I understand that every other kind of labour is willing to accept it. The coal men are willing; all the men employed on other kinds of public utilities are willing. The railway men only are unwilling. A deputation of railway men waited on me, and I told them very frankly that we might as well withdraw the Bill as to exempt them from its operation. If there is a class of men to whom this legislation should apply, it is railway men. Our railway service cannot stop; it must go on. Suppose there is a strike of railway men in the city of Ottawa tomorrow. The trains for Toronto and for Montreal will have to start; but the railway men will say, "No, while the board of conciliation is sitting, we must be allowed to have a strike and prevent the trains starting." This would prevent the mails going out. In the event of a coal famine it might prevent coal being hauled over the railroads. Does it not appeal to the common sense of any one that if this Bill is to be passed at all, it should be applied to railway men in preference to any other class? If there were a strike tomorrow on a railway, and the company tried to run its train, the railway men might try and prevent them going out. We know that the consequences would be: wemight have bloodshed and violence of the worst kind. Will any one tell me that the state should not take every possible precaution to prevent such a possibility as that? I feel strongly that if this legislation is fair and just, and is to be useful, it should apply to railway men in preference to any other kind of labour.

ABUNDANCE OF COAL ARE SCARCE

The proceedings at the yesterday afternoon were by a lively debate on the age problem that has been ious question in Western season. The debate was p a motion that has been paper for a week or two ber for Madleod. Mr. M onded by the member for Woolf. The motion read

In the opinion of this committee or commission pointed to investigate the present coal shortage in The members all spoke f question and with a una seldom characterizes parli bates. The concerted op House was that we have have the men to mine it, capital, but no adequate p rying the coal to the co railways came in for a g the condemnation, not beca not do all in their powe shortage became acute, but have persistently pursued indifference and apathy to ments created by the rapi the country. The memb bridge hit a nail on the h demanded that it was time whether the C. P. R. had agreement made two years the company went to the liament asking for power their capital on the groun intended to add to the roll the Crow's Nest Pass branc mier closed the debate wit in full sympathy of the m

THE MOVER.

Mr. McKenzie, in rising t motion before the House, ex reasons for asking that it at a previous session. He w received a quantity of info specting coal conditions in country, but unfortunately, that information yet. It w considered, necessary to go ment to incom pahb kiyo mest to convince the men there was a dangerous car the south.

WOEFUL LACK OF

He did not want to be tak suring the C. P. R., he be Mr. Whyte, vice-president of way, was one of the first cognize the seriousness of th and believed that he and th him had done all that was in er to relieve the situation. McKenzie was not prepared ate them prior to the month ust, up to which time they ha en any active steps to meet demand for cars.

The coal companies in th Nest pass during the month summer were unable to work half time owing to the lack of had been told by the manager that he was turning out 2,00 coal per day, that during last the largest month was seven the mine being closed for th ing days of the month. The dustry in Southern Alberta w the most important in the prov owing to the car shortage an quent lack of work, hundreds ers were suffering. They wer to work every day of the m there was only seventeen days the month for them to do.

ALBERTA A STOREHOUS COAL.

Everyone would admit that vince had a very large amoun it was the storehouse not on western provinces but of th western States as well.

CAPITAL TIMID.

Capitalists were willing to c the country to develop its na sources, but there was no en ment for them to do so beca could not get the product of th who wanted to use it. Whethe P. R. was to blame for not get coal from the mouth of the the cellars of the consumers he know. If the company were li to their agreement with the D then he would say stop blamin if not it was the duty of the know it and to take such steps could to relieve the situation. not there to say that the Hous compel the railway company, could take steps to bring the f fore the people and the Domini ernment. If they were living their obligation and nothing c expected of them, then it was t of the government to take som means of solving the condition fairs. The circumstances connect the object of the motion had forcefully brought to the attention members that he did not cons necessary to go into details.

THE SECONDER.

Mr. Woolf in seconding the said that conditions had been to light of extreme suffering of unable to obtain coal; such a of affairs should not exist in a ince where there was so much He thought that it was the duty House to see what could be done lieve the situation. He believed committee would do a great of good. If they found House could deal with them; the local dealers were to blame

J. W. WOOLF
Member for Condston.

railway they should lose no time then laying the facts before the minion government.

MR. SIMMONS.

The member for Lethbridge discu the causes of the coal shortage and tributed it to five causes, namely, lack of cars and motive power strikes, the weather, the lack of sight on the part of the dealers to vide sufficient stocks, and rapid s ment. He was distinctly in favor o inquiry by a select committee of House because they could carry on investigation at once, and report to House before prorogation. The h