

Prominent Topics.

Canadian Immigration

The Dominion immigration department reports that during the six months, April 1st to October 1st, of the current fiscal year, 273,649 immigrants arrived in Canada. Of this number 183,900 arrived at ocean ports, and 80,659, from the United States. These figures show an increase of 13 p.c. as compared with the number of arrivals for the corresponding months of the last fiscal year, which were 158,614 at ocean ports and 83,317 from the United States, making a total for the six months, April 1st to October 1st, 1911, of 241,931 persons.

At this rate Canada is adding to its population by immigration annually over half a million people. This indicates that in proportion to its present population Canada is progressing more rapidly than the United States ever progressed in all its history.

Premier McBride, of British Columbia, talks common sense about Canada and the navy question. At a banquet in his honour at Victoria,

he said:

"The ports of the Empire on the Pacific coast are easily accessible by a third power, and we are doing little or nothing to ensure the necessary protection for these shores in case of European complications. I am strong in advocacy of immediate and tangible action on behalf of Canada to contribute ships or money to the Mother Country in like manner to Australia and New Zealand. This is a matter of a national character, and should be settled by Canadians as a unit, so that in addition to providing adequate naval defence, we in the Dominion should be placed in a position to render aid in case of emergency to the Mother Country, and thus help to carry the Union Jack to victory."

The navy question for us is a question both of Imperial defence and of Canadian defence. If Canada were "independent," it would be the richest prize in the world for the land-hungry nations, and the most unguarded. Under such circumstances, if a Canadian statesman were to negotiate a treaty with Great Britain by the terms of which the British Navy would be placed at the disposal of Canada when needed, in consideration of Canada placing a few Dreadnoughts at the service of the British Admiralty, he would be rightly regarded as a heaven-born genius.

Great Britain, the greatest Mohammedan power on earth, for many years befriended the Turk, and even fought for the maintenance of the Turkish power in Europe—and incidentally to save Constantinople from falling into the hands of Russia, until that great master of phrases, Mr. Gladstone, discovered that the Turk was unspeakable and proposed that he be driven "bag and baggage out of Europe." The reforms clamorously demanded by the powers have been largely conceded, and sometimes apparently to the disappointment of those powers which had been sitting in the shade of their gourds anxiously waiting to see Nineveh overthrown. Since the revolution of 1908 the reforms which had been slowly conceded one after another during seventy years, have been more rapidly established.

Few people of western Europe or America realise what the Young Turks (and some of the Old Turks) have accomplished in the way of reform and practical civilisation, in spite of the *vis inertiae* of the most fatalistic people on earth. In Turkey primary education is compulsory and free. The state provides an infant school in every village, primary schools in the larger villages, a grammar school in the capital of each vilayet and a State University at Constantinople with faculties of law, letters, medicine, and science; in which education is as free as in all the public schools. The state also provides special schools, such as the normal school for teachers, a civil imperial school, a school of fine arts and imperial schools of medicine. Private schools run by individuals or religious communities, are in great number and allowed to teach their own religions. They have agricultural schools and model farms. Foreigners have the same property rights as Ottoman subjects. Mining concessions are granted both to Ottomans and foreigners for ninety-nine years, except in the case of a few mineral deposits, which are from forty to ninety-nine years. Immovable property, working plant, tools and fixtures are exempt from seizure for debt. The discoverer of a mine, who is unable to work it, is entitled to indemnity from any other concessionaire who may subsequently get the property. Foreigners are exempt from the jurisdiction of local courts. Trials between them, if of one nationality are tried by their own consular courts; if of different foreign nationalities by the consular court of the defendant. Trials between Turks and foreigners are heard by a local court with a consular dragoman to see that the law is faithfully carried out. The national revenue is derived from tithes, mining royalties, fixed contributions from the several provinces, lands and forests, customs duties, sheep-tax, and taxes on tobacco, salt, spirits, stamps, etc. No expenditures in excess of the parliamentary budget provisions are allowed. Railways and other state-owned public utilities are actually revenue producing, which is not only unspeakable, but unthinkable in some very civilised countries. There are 4,440 miles of railway now in Turkey as against 1750 in 1885. One of them, 835 miles long, was built entirely by Turkish engineers and Turkish labor at a cost of £3,230 per mile, and everything about the construction is said to be first class.

The outcome of the war is in great doubt. Before there is any general partition of Turkey in Europe more than one of the great powers must be drawn into the conflict.

Mr. A. G. B. Claxton, K.C., who has been in the West with the party of Metropolitan Life officials who have been touring Canada, has now returned to Montreal. He states that the Metropolitan Life will loan several millions of dollars on mortgage in the principal cities of the West.