

ing land value as State property; and while it does not actually oppose, it is indifferent to, where it does not discourage the creation of, a class of "peasant proprietors." In Siberia a scheme of land nationalisation on a scale of colossal dimensions has put an effectual check on the activities of the land-grabber, and prevented the absorption of vast stretches of land by the private individual at the expense of the public.

Practically speaking, there is no aristocracy of "blood" in Siberia. The growth of a great industrial class is breaking down, once for all, the old social conventions and is creating new divisions of society closely resembling those of Canada and Australia.

The economic difficulties, likewise, which beset Canada in the early sixties are to be found in active operation in the Siberia of to-day. Lack of cheap and easy transport, whilst enormously increasing the cost of the "raw materials" of agriculture and its appliances, effectually prohibits the entry of Siberian lumber and farm produce other than meat and dairy product, into the markets of Europe.

The cost of transportation cannot be added to the price of wheat, which has to compete in the home markets with that grown in the European provinces; On the other hand, it cannot be borne by the Siberian farmer unless he is prepared to sell his grain at or below the cost of production. With regard to dairy produce, however, foreign commercial enterprise has largely contributed to its development, and English and Danish and German firms now export butter and eggs and frozen and chilled meats to Western Europe from the Siberian Steppes. Large development, moreover, is at the moment hindered where it is not actually held up by the sparseness of the population, though this is a difficulty that time will remedy.

The struggle in which the Siberian farmer is engaged with large manufacturing firms of Eastern Russia is analogous to that at present being waged in Canada between the grain growers of the North-West and the Eastern manufacturers. To-day the Siberians are to a large extent the chained victims of the Moscow trusts. An unscaleable tariff wall cuts the farmer off from all sources of supply other than those of European Russia, and he is compelled to pay exaggerated prices for goods of inferior quality, while the price of articles of daily necessity is raised to the point of tottering. There is, consequently a considerable irritation and resentment against the protective tariff. This feeling, however, is for the moment held in check by the millions behind the manufacturers, who dominate the economic situation.

Nor has Siberia escaped the hardship which usually falls to the lot of infant colonies. She has suffered considerably in the past under irresponsible government officials possessing an almost absolute authority. From this she has now escaped, but only to endure the dead weight of the bureaucratic influence of St. Petersburg. The Siberian settlers have not been slow to realize that the future development of their country largely turns upon the success with which their attempts to thrust this incubus from off their shoulders may meet. They seem to re-echo the

determination of the Canadian patriots at Ottawa concerning the attitude of the Downing Street politicians in London two generations ago.

Given greater facilities of railway transport, and a lowering of the customs duties at the eastern ports, the economic future of the Siberian provinces is of the brightest. The opening of her markets to the free importation of the manufactures of Western Europe and America would release the settlers from the tyranny of the Russian monopolists and would have the effect of opening up trade routes in some of the most fertile districts of the interior. The obstacles in the way of such a policy are considerable, but with the gradual development of the country, the pressure which can be brought to bear on St. Petersburg will increase. The wealth of Siberia is essentially in the land, and the standard of living, without being low, is simple. The settlers are, even in the present conditions, prosperous and have an increased prosperity to look forward to in the future. The construction of the proposed branch of the Trans-Siberian railway will tap effectually the black-earth agricultural zone and the areas richest in minerals, while the waterways of the Obi, Artisk and Yenisei will remain, as heretofore, the great highways along which the heavy traffic such as grain and timber is borne from the fruitful regions of the Altai Mountains to the modern railway.

* "Siberia." by M. P. Price (Methuen & Co., London, 1912).
W. E. DOWDING.

LONDON'S APPALLING SIZE.

From the statistical point of view, London's size is almost appalling, says an exchange. The population of all England in the reign of Edward III., when the victories at Crecy and Poitiers raised England to the position of paramount military power in the modern world, was scarcely 2,000,000. The population of Greater London to-day is 7,537,000, and it is spread out over an area of 70 square miles. London proper, or the administrative County of London, has an area of 118 square miles and a population of about 5,000,000. It contains 8,000 streets, more than 3,000 miles long; 650,000 buildings, including 1,500 churches, 6,500 public houses, 1,700 coffee houses and 500 hotels and inns. London is said to number among its citizens more Scotchmen than there are in Aberdeen, more Irishmen than in Dublin, more Jews than in Palestine, and more Roman Catholics than in Rome. There are 15,000 Americans resident in the city and more than 100,000 pass through it every year.

The city, the old City of London, and the East End, or that part of London east of the Temple, form the commercial quarter. The West End is the quarter that spends money, makes laws and regulates the fashions. This is the part best known to tourists. Here are situated the palaces and mansions, the clubs, museums, picture galleries, theatres, hotels, barracks, Government offices and principal buildings, joined together by broad, handsome streets and wide parks and open spaces. Across the Thames, on its right bank, "The Surrey side," lies the ancient borough of Southwark, known from time immemorial as "the Borough," continued to the west by Lambeth and Battersea, the three forming the principal industry and factory district of the city. And below Southwark, stretching toward the mouth of the river, lie the several constituent municipalities of Bermondsey, Rotherhithe, Deptford, Greenwich, and Woolwich, all crammed with trade.