

medicine added to the arts and theological faculties. This has been done without losing the Queen's spirit. Queen's has been in many respects a pioneer in progressive movements. She was the first to establish a school of mines, was the leader in inaugurating a course in banking and now is about to establish a department of insurance.

It is now most essential, therefore, that a man be found who can take up the work of Grant and Gordon and carry the larger college efforts through to a successful fruition. Among many Queen's graduates in eastern Canada, the name of Dr. J. W. Macmillan, of Manitoba College, has been mentioned as the most suitable man for the post. Dr. Macmillan is a graduate of the University of Toronto and Knox College, later studying in the United States and various European Colleges. For a number of years he was a successful Minister, occupying pulpits at Lindsay, at Winnipeg and at Halifax. A year or two ago he was called to Winnipeg to take over the newly formed chair devoted to social science, a field in which Dr. Macmillan has specialized. He is essentially a man's man, democratic, tolerant and broad-minded; a man who is not afraid to get out of the beaten track. He has made a careful study of such questions as capital and labor, child's welfare work, the slum, the needs of parks and playgrounds, and a thousand and one other problems associated with the practical everyday life of the common people. Dr. Macmillan is undoubtedly an ideal man for the position. He is still a young man, but with a maturity of thought and the ripened experience of a man of affairs. He is widely read, has travelled extensively, is a radical in thought and temperament, but most tolerant of the other man's opinion. All who know him recognize him as one of the biggest men mentally and physically we have in Canada, and by hundreds of Queen's men, and other interested in higher education, he is regarded the best man in sight.

### The Response From the Colleges

THE opening of our colleges during the past few days calls fresh attention to the heavy contributions made by our seats of learning to the cause of freedom. War with its insatiable demand reiterates the cry "send the best ye breed," and to the eternal credit of our Canadian colleges it must be said that this request has been nobly answered.

At the opening of the University of Toronto a few days ago, President Falconer stated that over three thousand graduates and undergraduates of the University of Toronto had donned Khaki. The first issue of the McGill Daily published last week contained four pages of names of McGill graduates and undergraduates who had made the supreme sacrifice, or had been wounded. Reports from other colleges, east and west, show a similar condition of affairs, forcing us to the conclusion that in this world fight against tyranny, the college men have taken the lead.

In a measure this response on the part of our university men is as it should be. Certainly it is what we expect of them, but at the same time, it causes a feeling of deepest regret that so many thousands of our college men should be forced to go overseas, while tens of thousands of slackers walk the streets and leave others to do their fighting. The college men are conscripts to their conscience; they have heard the call, their sense of right and responsibility has been so highly developed that they cannot but heed the cry. We, who have seen them go, have been filled with pride and with sorrow; pride to think that in the time of testing, they have remained true, sorrowful

that so many of these brave young men with trained intellects, vigorous bodies and high ideals, should be called upon to give up all that man holds dear—life itself.

### Decreased Live Stock

SOME time ago the Dominion Government commenced a production and thrift campaign, which had for its object the increase of our farm products, and a corresponding saving on the part of the people. Unfortunately the movement has not materialized as expected, and the whole rural question again confronts us in all its seriousness. It is somewhat disconcerting to know that despite all that has been said and done to stimulate production, that there has been little or no response; as a matter of fact in the matter of live stock, Canada has fewer animals at the present time than she had a year ago:

In 1915 we had 2,600,000 milch cows, a number which has decreased by 63,000 during the year.

Of other cattle a year ago we had 3,400,000, now we have 85,000 less.

Of sheep 2,038,000 a year ago, and but 1,965,000 now.

Swine show a decrease of 297,000, dropping from 3,111,000 to 2,814,000.

Horses have decreased by 5,000 during the year, and now number but 2,990,000.

This decrease in the number of live stock is a serious problem, especially in view of the rapid increase in the cost of living. Meat has now almost reached prohibitive prices, and will continue to show abnormal gains just so long as the number of animals continue to show a yearly decrease.

Canada is essentially an agricultural country, and people naturally ask why it is that a country devoted to agriculture should show a yearly decrease in the number of its live stock and lead all countries in the cost of its butter, eggs, cheese and other food stuffs. The cost of living is almost higher in Canada than in any other country in the world.

A recent investigation in New York State showed that for every dollar's worth of produce purchased by the citizens of New York City the farmer received but 47c, the other 53c going to the wholesaler, commission agent and the transportation companies. Evidently the cry that the farmer is receiving abnormal prices for his produce does not hold good, the fault seeming to lie with our system of distribution. These questions present real problems for our statesmen, economists, and transportation heads, and all who are interested in a solution in the cost of living problem.

What can be done to encourage increased production, or a back-to-the-land movement? Improved highways and better social conditions are two practical methods of aiding this back-to-the-land movement. Other measures which will help along are the elimination of the unnecessary middle man, better methods of gathering and marketing food stuffs, and other matters which have to do with transportation and the cold storage question. Whatever the cause or combination of causes, it is a serious thing for an agricultural country like Canada to find herself with a rapidly decreasing supply of live stock, and an agricultural production which, if not showing a decline, remains practically stationary.

### The Headlands Question Again

WHAT was known as the "headlands question," which for many years was a menace to good relations between Great

Britain and the United States, in relation to British North America, had a brief revival last week. That a nation's territorial waters extend three miles out from its coast is a well recognized principle of international law. The American fishermen were by treaty excluded from fishing rights within the three mile limit. But how should this limit be defined? Should the line follow the sinuosities of the coast? If so the Americans could fish in many of our bays. But if the line were drawn from headland to headland the bays would become territorial waters, from which the Americans could be excluded. For many years the controversy on this question was keen and frequently seizures of American vessels within the bays gave rise to grave difficulties. The vexed question was happily settled a few years ago, but some of our Canadian officials seem to have overlooked this somewhat important fact.

A few days ago an American lobster smack was seized by a Canadian fishery patrol boat off the coast of Yarmouth, Nova Scotia. In former days trouble was sometimes caused by dispute as to the exact position of the vessel at the moment of seizure. Boundary lines are not as easily marked in the water as on land. But in the present case there was no dispute as to the position of the vessel. Both her master and the commander of the patrol boat agreed on that point. The American claimed that he was on the world's ocean. The Canadian officer alleged that the point was within the three mile limit, and accordingly seized the vessel and took her into the port of Yarmouth as a prize. An interesting fact as showing the close relations between Canadians and Americans on the coast is that while the vessel was under the American flag all her crew were Canadians from the neighboring shore. There was a short period of telegraphic communication between the local officers and marine headquarters at Ottawa, and no doubt between Ottawa and the American authorities. There being no dispute as to the location of the vessel when seized, the only thing to be decided was whether that point was on the ocean, as the Americans contended, or within the three mile limit, under headlands lines, as claimed by the officer commanding the Canadian patrol steamer. After a little consideration the Canadian authorities admitted that their officer was wrong and that the American vessel was not at fault. The seized vessel was, therefore, released and for the moment the incident was closed. But it is more than probable that it will crop up again in the form of a claim for damages for unlawful seizure and detention.

The strangest part of the matter is that the officer in charge of the patrol boat had never been furnished with any map defining the limits of the waters he was employed to protect. When the fishery questions in dispute were settled several years ago by the international tribunal the old headlands dispute received attention and directions were given for the laying down of the boundaries. If maps were prepared in accordance with the rules then made they were not given to the Canadian fishery officers on the coast. Consequently the officer in charge of the waters in which the seizure occurred was left to his own judgment and he applied the old Canadian contention, regardless of the fact that it had been to some extent modified by the Hague Tribunal. This omission of the Ottawa authorities will, no doubt, now be supplied, and such mistakes as that under notice will not be allowed to occur again. The officer of a patrol boat, however faithful he may be, is hardly the kind of official who can safely be left to exercise his own discretion in so important a matter.

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