

What Canadian Editors Think

PUNISH THE WIFE-BEATER.

(St. Thomas Times.)

THE man who beats or abuses a woman is a coward, and the prospect of an application of the lash to his own bare back is more likely to appal him than the prospect of spending a month or so in jail. We are believers in woman's rights to the extent, at least, that her right to humane, decent treatment by her husband shall be strictly respected, and violation of that right swiftly and severely punished. It is useless to urge that if liquor was abolished, if prohibition was enforced, wife-beating would cease. The man who would beat his wife when he is drunk would do so when sober, and the wife-beater who never touches liquor is invariably a more brutal tyrant over his wife, and less likely to attract the attention of outsiders to the state of affairs existing in his household.

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CONCILIATE!

(St. John Sun.)

THE industrial problems of the day are undoubtedly difficult of solution. Capital and labour have been and are strengthening their forces for the contest. No intelligent man would return to the days of enforced and unquestioning submission. But every sane man must fear for the future if the only power in the industrial world is to be the power of compulsion. Capital and labour are after all but terms to describe men. And these men can understand one another and can get together. And if so, it is their business so to do. We heartily agree that "the importance of these considerations cannot be too earnestly impressed upon employees and managers. At first glance the idea that an employee can be converted into a real wide-awake partner in the affairs and interests of his railroad, may appear to some to involve an undertaking of enormous proportions. As a matter of fact it is nothing of the kind. Railroad managers are to-day successfully coping with problems ten times as complicated."

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OUR CANADIAN WINTER.

(St. Thomas Times.)

THERE seem to be some people in Canada who are ashamed of our glorious Canadian winters. The proposition to revive the building of an ice palace at Montreal, and holding one of the old-time delightful winter carnivals, has met with a storm of opposition from some sources, the main argument of which is that such things are detrimental to attracting immigrants to our country from the old lands. On the contrary we believe that the possibilities of our Canadian winters comprise a most valuable national asset, and instead of trying to hide and misrepresent the variety of our climate we should boast of the never-ending delightful changes of which it is capable. It is such bracing winters as made the erection of a monster palace, built of crystal blocks of solid ice, stable and enduring for months, that result in producing a race of sturdy men and healthy, handsome women excelled by no other country in the world.

* * *

THE SIZE OF HER!

(Sydney Record.)

CANADA is larger than the United States by about 178,000 square miles and has a population of only one-twelfth of the latter country.

Canada is as large as thirty United Kingdoms of Great Britain, and equal in size to eighteen Germanys. Canada is almost as large as Europe and twice the size of British India. Eighteen times the size of France. Twenty times the size of Spain and thirty-three times the size of Italy. Canada is one-third the area of the British Empire, and half of this area is as yet not surveyed into provinces. Only one-quarter of this vast area is occupied and less than one-eighth is under cultivation. Canada contains approximately 3,729,665 square miles—more than one-third of this territory is at present unexplored. The unsurveyed districts of Mackenzie, Ungava and Franklin are larger than China, the distance from Halifax to Vancouver is greater than from London, England, to Halifax. Canada extends over forty-eight degrees of latitude—a distance equal to that from Rome to the North Pole.

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HUDSON'S BAY ROUTE IS ALL RIGHT.

(Prince Albert Herald.)

THE recent report of the wreck of the Hudson's Bay Company's barque the *Stork* was so worded as to give those unfamiliar with that vast inland sea, Hudson Bay, some cause for anxiety as to the safety of navigating the American Baltic with vessels of any considerable tonnage. The scene of the wreck of the ill-fated *Stork* is a good six hundred miles distant in a straight line from Fort Churchill, and equally far from any point on the proposed route from Churchill to Liverpool. However the shallows of James Bay may interfere with the proposed route to be opened by the Temiscaming and Northern Ontario Railway now being rapidly pushed to tidewater by the Province of Ontario, it has not the least bearing on the safety of navigation on the route from Western Canada to the markets of Europe. It would be well for our Eastern contemporaries to consult an up-to-date atlas before coming to any rash conclusion regarding the Hudson Bay route from our Western wheat-fields to the centres of European population.

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A CANADIAN NAVY.

(Victoria Colonist.)

WHEN Mr. D. D. Mann stepped aside from the railway question yesterday to say something in regard to the responsibilities resting upon the Dominion because of its rapid development and certain commercial greatness, and laid stress upon our obligation as Canadians to take the initial steps towards defending our coasts and our ocean-borne traffic, he touched upon a theme, which has a warm place in the hearts of his hearers. Whether it is because we live here upon the ocean, where ships come and go, or because we have been accustomed to see the British flag flying above ships of war—albeit that they were only fit for police duty—there is a strong conviction in the minds of all Victorians that Canada is not doing her duty to herself, not to speak of her duty to the empire, when she delays taking the initial steps towards a naval establishment. It is interesting to hear views of this character expressed by a gentleman who is certainly not usually regarded as a sentimentalist, and who is a Canadian by birth and by virtue of great personal interests in the Dominion.

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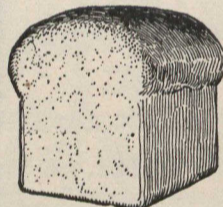
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