

Prominent Topics.

Canadian Customs Receipts. The Dominion Customs revenue for the first five months of the fiscal year, that is to August 31, amounted to \$29,091,605 an increase of \$5,747,994 over the corresponding period last year. The receipts for August were \$6,479,795, an increase of \$1,139,338.

Russian Immigrants. A scheme is on foot to bring a lot of Russian immigrants to Canada. They are declared to be good farmers and it is promised that they will not flock to the cities, where they are not wanted. If they are as described by all means let them come, but—no more Doukhobors. We have not yet assimilated the last batch.

Chicago's Real Estate. The assessed valuation of the real estate of Chicago for 1910, is \$648,636,354 representing an actual value of \$1,945,909,062. This is an increase of \$50,000,000 over 1909. The Chicago Board of Trade notwithstanding this fact has by a vote of 545 to 141 rejected the recommendation of its Building Committee to put up a twenty story building at a cost of \$5,000,000.

Wires and Trees. An electric company's employee at Montclair, N.J., has been fined \$20 for spoiling two shade trees, to make room for a wire. If the Montreal electric companies had to pay at the same rate for all the shade trees they spoil, the city would derive a handsome revenue from the tree butchers. We don't see why they shouldn't. The shade trees of Montreal are worth preserving. When once destroyed they will never be replaced.

The American Settlers in Canada. A pleasing feature of the Laurier demonstration at Lethbridge, was the presentation of an address to the Premier from the new American settlers, expressing their satisfaction with, and their loyalty to, the country of their adoption. Not that there was ever any serious doubt upon the subject. As sensible men they settled that question before they sold their homes, pulled up stakes and trekked to the land of the golden grain, to which the Twentieth Century belongs.

Non-Catholics and the Eucharistic Congress. Archbishop Bruchesi expresses himself as well pleased with the expressions of sympathy and encouragement he has received from the non-Catholics of Montreal in connection with the Eucharistic Congress. He takes this as an indication that Montreal has a tolerant population. It is this and something more. The great majority of thinking Protestants are sympathetic rather than tolerant, with a great

Christian demonstration of world-wide interest, and they appreciate the compliment paid to Montreal in holding the Congress in this city.

Labour Outrages Pictured. Labour leaders at Washington declare that moving pictures showing strikers wreaking vengeance on the property of their employers and committing other depredations, were inspired by the enemies of organized labour. Very likely that is true; but among the worst enemies of organized labour are the strikers who commit such outrages. The important question is whether the films are genuine photographs of actual occurrences or fakes. That these depredations are frequently committed in the name of organized labour is matter of public notoriety. That the labour leaders have the grace to be ashamed of them is a healthy sign.

International Waterways. Of the making of waterways—on paper, there is no end. The Georgian Bay Canal is still as dry as a Scott Act County, and already two more huge canal projects are being talked about for the Canadian Far West. The latest proposition is for an international canal from the Kootenay and Okanagan districts to Portland, Oregon, a waterway 750 miles long, 150 miles of which would be in Canada. Sir Wilfrid has gone so far as to promise to build the Canadian section—on paper; that is to say, to have the survey made. We confess that we are not enthusiastic about international canals, from one end of which either country can at any time exclude the trade of the other. Then Canada has all the public works on hand now that it can handle.

Automobile Fire Engines. The people of Montreal have learned with mingled emotions that Chief Tremblay proposes to have some automobile fire engines capable of travelling at sixty miles an hour. It is rather a relief to know that the Chief admits that this rate of speed is faster than would ever be possible on our streets. He argues that in the outlying districts there would be great economy in the use of these machines, because at three times the speed of the present engines, we could do with one-third the number of stations and men. This we take leave to doubt. In any case it is impossible to view without alarm the idea of fire engines going through the streets of Montreal, even in the outlying districts, at anything approaching a mile a minute. The present engines manage to run into a good many street cars and to kill or injure quite enough firemen and innocent bystanders. A collision between a crowded street car and an automobile fire engine running at even fifty miles an hour, would be a serious matter. Let us have a sufficient number of fire stations distributed throughout the city. Let the automobile engines alone!