



What the World is Saying

Canada's Free Grant Policy.

AN ENGLISH critic attacks Canada for giving away her land to settlers. In his opinion we should sell it and so pay off our National debt. The Montreal Star, in taking up his suggestion, says: "His criticism lacks but one form of effective support; and that is the addresses of the people who are willing to buy it. He may be assured that Canada is not giving away land to her own loss. We have adopted this free grant policy with a view to attracting immigration; and there have been years in plenty in which it seemed to us that even this lure was not filling up our West as rapidly as we could wish. There is plenty of land to be bought in the West; and the fact that it is being sold in competition with the free grant lands is fairly conclusive evidence that the free lands would not bring a very remunerative price. What Canada wants now is immigration; but immigration of the right sort. We may have in the past made grants of land to people whom we had better left in Europe; but it is to be hoped that the Government is speedily seeing the folly of this policy. But to a good family of settlers—say, from some county in the United Kingdom—we can still well afford to give a farm: for they will make our other public lands much more valuable."

English and American Railroad Casualties.

THE OFFICIAL FIGURES respecting casualties on United States railroads for the year 1904 are the subject of thoughtful comment in that country, says the Toronto Globe: "It is shown that 10,046 people were killed, of whom 441 were passengers, and 84,155 injured, a total casualty list of 94,201, compared to which the losses, including those of both sides in many of the most important battles of the Russo-Japanese war, are insignificant. The Springfield Republican compares the figures with some of the similar returns available regarding the railways of Great Britain and Ireland, and finds that the result is not at all creditable to the railroads of the United States. The latter killed one passenger to every 1,622,267 carried, and the British roads one to every 199,758,000. In regard to passengers injured the ratio is respectively one to every 78,523 carried, against one to every 2,244,472. United States roads killed 3,632 of their 1,296,121 employees, and the British roads seven of their 71,007. There are 67,067 employees injured on United States railways and 114 on those of the United Kingdom. In other words, with an aggregate staff of employees seventeen times stronger than those of the British railways, the casualties of United States roads were nearly 600 times more numerous."

Life Boats and Life Preservers.

ATENTION is being called to the life boat service on Lake Ontario. The immense amount of travel on the provincial waterways makes the subject a very practical one. The Toronto Telegram, with its usual conciseness of expression, asks some very searching questions: "Would the life boats on the average Lake Ontario steamer turn out to be death boats if they were ever really needed? And what about the life preservers? Crews untrained in the handling of life boats—life preservers that could not preserve anybody's life—are these safeguards all that comes between thousands and death every summer day? The life boats may be all right; the life preservers may be simply ideal, but neither life preservers nor life boats would be any the worse for being regularly tested. The habit of taking everything for granted is extra dangerous when human lives are at stake. This habit may not prevail on the steamers that go to Toronto Bay, but the community is entitled to actual evidence that it does not pre-

The Battle Between the Giants.

THE FIGHT between Lord Kitchener and Lord Curzon for domination in India has ended in Lord Curzon's defeat and resignation. It was a question as to which of two policies should prevail. The Montreal Witness outlines these policies as follows: "Lord Curzon was bent on adding to India's responsibilities by expansion, Lord Kitchener on adding to her financial burdens by increasing her army. The Home Government snubbed Lord Curzon for his policy in Thibet and repudiated the treaty made by his representative, Col. Younghusband, and it has supported Lord Kitchener in his policy of greatly increasing the Indian army and revolutionizing the military procedure in India, considerably reducing the red tape that has surrounded the service there. It is the opinion of Lord Kitchener that the army of India is quite inadequate to safeguard the territory she possesses already, should some sudden danger arise, and his intention is to make it a great and perfectly organized fighting machine. The Home Government has agreed with him, although the only possible alarming antagonist would be Russia. As Russia is likely to be crippled in her resources for many years to come, the urgency of increasing the army and the taxation of India is not apparent."

The Georgian Bay Canal.

A COLLEGE PROFESSOR recently said: "Canada's greatest question is her transportation question." From the interest taken in the subject by prominent public men, it would seem as though the professor were right. The Hon. Senator Dandurand, Speaker of the Senate, at the recent International Jubilee celebration at the Soo, gave another transportation suggestion. He said: "Canada hopes to be able before another half century is completed to reciprocate by offering the States a direct outlet to the sea, through a 20-foot waterway, via the Ottawa and St. Lawrence Rivers, thus saving you the annoyance of twice breaking bulk before reaching a European port." In his "half century" reference the Speaker had in mind the fifty years of Soo canal history which they were celebrating, but he did not thereby design to convey the idea that any such period would elapse before the Georgian Bay canal would be in operation. This great waterway will be built because it will afford the shortest route from Fort William and Port Arthur to the seaboard and is necessary to preserve to Canada the carrying trade of the West. These two great truths will be so fully realized in the near future that this great public work will be pressed to a successful conclusion long before another "half century."

Keep Our Own at Home.

UNDER THE ABOVE caption, the Kingston News has said some very pointed things. The exodus of our people to the United States is a very serious matter to a country that has a population as small as ours, and every effort should be made to arrest it. The News suggests a plan which Westerners will welcome. We quote the article: "The attention of the Government is being called to the constant stream of Maritime Province people who pass over to the States and are lost to Canada. These, it is said, might be turned to our Northwest and become a valuable contingent there. It appears that while the Government had its agents in all parts of Europe and in the Western States soliciting settlers, it neglected to cultivate the lower province inhabitants with a view of keeping them within the Dominion. This was a mistake. There is no more desirable people than those who have been born and reared in the homes of Nova Scotia, New Brunswick and Prince Edward Island. They are, as a class, hardy, industrious, know of our institutions, and transplanted to any part of the Dominion would be loyal to the

Empire, and, particularly, to their native country. To expend effort and money to bring Italians, Doukhobors and Galicians as immigrants, and permit the flower of the Maritime Provinces to become residents of a foreign country, is, to say the least of it, exceedingly unwise."

King Edward and Dumb Animals.

IT IS A CAUSE of thankfulness to all lovers of the brute creation that the King has shown an inclination to interest himself in the welfare of dumb animals. The Montreal Witness, speaking of this tendency in our Sovereign, says: "King Edward has again shown kindness as well as good taste by declaring against the use of the overhead check-rein on horses, whose effect is anything but graceful, and his humanity by insisting on certain reforms in sport and the capture of wild animals. Recently he declared the abolition of steel traps in catching rabbits and other ground game. Shooting pigeons from traps was long ago placed under the royal ban. When it is remembered what an immense influence the King's example has upon all classes of society, all lovers of wild and dumb creatures will rejoice at the wide publication of these acts of humanity, which show him to be desirous of lessening their sufferings, and, as far as he can, the tendency to cruelty in sport. Societies for the prevention of cruelty to animals have a powerful ally in the King, and should give the fact the widest publicity. Human nature is so constituted that people like to think they are in fashion with the great, and good example is as contagious as bad example when royalty leads the way."

Province Should Share.

THE WEEKLY SUN, Toronto, says that there is enormous mineral wealth in New Ontario has been abundantly demonstrated. There is one "hole in the ground" there from which a quarter of a million dollars has been taken; one shaft has produced ore running \$2,000 to the ton, and in one rare case ore worth a dollar a pound is said to have been secured. To whom does all this wealth belong? It does not belong to the discoverers, although these should be liberally rewarded; it does not all belong to the capitalists and workmen who perform the work of development, although a handsome return can be allowed here, too. The greater part of this wealth is the heritage of the people of all Ontario, just as is the timber wealth of the province. In selling the timber we very properly insist not only on a price for the right to cut, but on dues proportioned to the amount cut. A similar policy must be followed in disposing of our mineral lands. These should be sold at a fixed price per acre, and then a royalty exacted by the province on every ton of ore produced, this royalty being graded according to the value of the ore. Properly conserved, the timber and mineral resources of the province should provide a sufficient revenue for provincial purposes for all time to come.

The Naval Lessons of the Japanese War.

EVERY WAR is an object lesson to military experts. In the interval between national conflicts navies grow and armies are taught new tactics. The war is the practical test of the theories introduced in times of peace. The educational value of the Japanese war is that it is likely to produce but few changes in naval construction. Says the Toronto Saturday Night: "When the full technical story of the struggle comes to be written, and the facts regarding the behavior of the war material have been collected, and the lessons deduced therefrom, naval constructors will, no doubt, see where they can improve on existing designs; but it is safe to say that the improvements will consist in modifications of a minor character. Already the fact is recognized that the present distribution of the total displacement of a navy among battleships, armored cruisers, protected cruisers or scouts, and torpedo boats is about the best that can be made, and that each type of vessel is admirably adapted to the particular work which it has to do. This result has the two-fold effect of strengthening the confidence of the naval architect in his work and of giving a flat rebuke to the thousand-and-one naval cranks, who decry the big battleship and cruiser, and tell us that the torpedo boat and the submarine are destined to revolutionize naval construction and sweep our big ships from the high seas. As a matter of fact, naval construction is a process, not of spasmodic revolution, but of steady and consistent evolution. By the strict law of the survival of the fittest has the battleship grown to its present huge proportions and taken its place as the secure foundation upon which the whole structure of the navy is built up."