

Newfoundland's Grievances.

If some newspaper reports are to be believed (which involves disbelieving some other reports in the same papers) the Premier of Newfoundland seems to consider that Great Britain is not disposed to fall in with his views and that the interests of the Island are more or less sacrificed to friendship for the United States. The interests of the two hundred thousand people who inhabit the ancient colony can scarcely be expected to be permitted to lead to the Imperial Government doing anything that would for one moment prejudice the friendly relations of Great Britain with any great nation, unless some vital question of principle were at issue. We are afraid that so long as Newfoundland remains as she is to-day, in a position of isolation, which is anything but splendid, she will always be subject to imaginary, or indeed, substantial grievances. The remedy is in her own hands. She should for geographical and other obvious reasons form part of the Canadian Confederation. Her whole political and commercial status would be improved thereby.

Halifax and Esquimalt Garrisons.

Arrangements are said to have been made for the transfer of the British naval station at Esquimalt to the Canadian Government. After a few years, it will probably be found that British troops will once more garrison both Halifax and Esquimalt, for garrison duty does not seem to be congenial to Canadians. It is to be hoped that there will be frequent exchanges of troops between England and Canada and that the close connection which has hitherto existed between the Dominion and the Mother Country will be maintained. The very fact of having British troops in Canada has been the best preventive of aggression.

Laurier and Botha.

That was a very graceful compliment which was paid by Sir Wilfrid Laurier to General Botha the other day. Incidentally also the Canadian Premier paid a warm tribute of appreciation of the generous qualities of the English people. If the Imperial Conference has no other effect than to evoke such expressions of cordiality between the people of different parts of the Empire, it cannot be said to be altogether in vain.

The Military Church Parade.

The Church Parade on Sunday was a splendid turn-out, over three thousand troops taking part. The only element that was criticised was the lack of proper police arrangements for keeping the streets clear. The troops must have been delayed at one point on Sherbrooke street for over an hour. Perhaps the police are not altogether to blame.

Montreal's Streets.

Following up what we stated on this subject in our last issue, we are glad to see that the mud has been removed from some of the streets, but in other sections, it is still lying in the heaps into which it was scraped some weeks ago. From the tone of the discussions at the City Hall, and the excuses given, it would seem that the aldermen really do not appreciate the importance of having clean streets. Nor do they appreciate the importance of having well-paved streets. There is probably nothing which gives a city such a bad name as ill kept and dirty streets. On the other hand there is nothing which adds so much to the importance and prestige of a city as good streets. If the aldermen will only seriously take the matter up, there is no reason why they cannot give us good streets.

Unrest in India.

The unrest in India assumes a greater prominence at a time when the general unity of the Empire has been evidenced by the deliberations of the Imperial Conference. That serious armed revolt is not to be feared is the assurance of military authorities. Native army conditions differ greatly from those preceding the mutiny, as forts and artillery are now in the hands of British soldiers. The present native army is made up mostly of Sikhs and Gurkhas, who have shown themselves loyal to British interests, and are not considered to be in sympathy with those fomenting the present discord. But the governmental situation is undeniably serious and the tact, forbearance and firmness of Britain's representatives in India are being taxed to the utmost.

The All British Route.

The All-British Steamship route connecting the United Kingdom, Canada, Australia, and New Zealand, which was approved by the Imperial Conference on the motion of Sir Wilfrid Laurier, is a truly imperial idea, and unlike some imperial ideas, is certainly not open to the reproach of being lacking in practical business importance. Although the details of the scheme have yet to be discussed by the various governments interested, the general principle has been adopted by the representatives of all, and it is gratifying to observe a disposition all round to deal with the project in generous and public spirited fashion.

The Steel and Coal Companies.

The presidents of the Dominion Iron & Steel Company and the Dominion Coal Company now express the hope that the differences between them will shortly be arranged upon an equitable basis. There is nothing impossible about this if both sides approach the subject from a purely business and equitable standpoint.