

EDUCATIONAL STATUS OF THE PEOPLE

Eighty-nine Per Cent. Can Read and Write—British Immigrant Best on the Ballot Paper

The educational status of the people five years of age and over is presented in a census bulletin. The number of persons under five years of age was 883,508, leaving 6,323,135 persons whose educational acquirements were recorded in the census of June, 1911. The increase in the population five years of age and over from 1901 to 1911 was 33.72 per cent.; during the same period the number of those who can read and write increased by 43.48 per cent., while the number of those able to read only decreased by 74.64 per cent. In 1901 there were 680,132 persons in Canada who could neither read nor write, in 1911 the number was 667,340, a decrease of nearly two per cent. in ten years.

Persons who can read and write constituted 88.93 per cent. of the population of five years of age and over in 1911 as against 82.88 per cent. in 1901; those who can read only were 2.74 per cent. in 1901 as against one-half of one per cent. in 1911, and the illiterates, classing as such, persons who can neither read nor write, represented 14.38 per cent. of the population five years of age and over in 1901 as against 10.55 per cent. in 1911, a betterment of 3.83 per cent. in the decade.

Improvement in Alberta and Saskatchewan.

The improvement in the educational status of the population of Alberta and Saskatchewan is strikingly illustrated by the fact that the percentage of those who can read and write has increased from 1901 to 1911 by 22.16 per cent. in Saskatchewan and 17.25 per cent. in Alberta; there being, of course, a corresponding decrease in the number of illiterates. In this connection it may not be out of place to mention that during the year 1910 Saskatchewan found it necessary to establish 254 new school districts and Alberta 251 to keep pace with the educational requirements of their rapidly increasing population.

Ontario still leads among the provinces as having the greatest percentage of persons five years of age and over capable of reading and writing. Of the Eastern provinces Quebec has made the greatest proportionate increase from 1901 to 1911 in the number who can read and write.

In every 1,000 of the male population 880 claimed to be able to read and write, and 896 in every 1,000 of the female population of five years and over inclined to have a like accomplishment. A greater proportion of females than of males have acquired an education in the Eastern provinces and a lesser in the Western provinces. In Ontario, Nova Scotia and Prince Edward Island the conditions are fairly even.

As to the British Immigrant.

That the educational standard of the British immigrant has improved in recent years is evidenced by the fact that their proportion of illiterates is smaller in those provinces which have received the greatest number of them within recent years. The per cent. proportion of illiterates among the foreign-born immigrants is much higher, and is fairly level for all the provinces, being highest for both sexes in Manitoba.

Of the Canadian-born nearly 10 persons in every 100 are unable to read the ballot paper; of the foreign-born nearly 17 persons in every 100 show a similar deficiency; of the British immigrants, including born in United Kingdom and possessions, only 3 in every 100 are so situated.

At the last census there were 2,197,663 males of voting age; and of these 1,990,341 or 90.57 per cent. could read in some language.

A much greater proportion of the immigrant population than of the native-born are adults. The percentage of British-born immigrants of five years of age and over is 98.2 per cent. for males and 97.4 per cent. for females; for the foreign-born it is 97.7 per cent. for males and 96.2 per cent. for females as against 85 per cent. for males and 84.9 per cent. for females of Canadian birth. The difference in the proportion is even more apparent in males of voting age as only 50.6 per cent. of the Canadian-born are 21 years of age and over as against 81.5 per cent. for British immigrants and 73.6 per cent. for foreign-born.

The statistics are presented for a younger age than children in the newly-settled portions of the country can attend school, and that the aboriginal population is included in the calculations.

"Canadian municipal bonds deserve to be known as being among the soundest securities on the market," says Mr. L. Zuckermendel, a prominent banker of Berlin, Germany. Mr. Zuckermendel is manager of Messrs. C. Schlesinger-Frier and Company, of Berlin and is accompanied by Mr. F. T. Warschauer, of the National Bank of Germany

GRAND TRUNK IN NEW ENGLAND

If Rhode Island Legislature Moves and Funds Can be Got, Work Will be Resumed

Little progress has been made in connection with the Grand Trunk's New England work. Mr. E. J. Chamberlin, president of the road, has reiterated the fact that work on the Southern New England was deferred on account of the tightness of money caused by the Balkan war. Interesting comment on the feeling of the people of New England State on this matter appears in the report of the British Consul-General at Boston for 1912, just published.

Speaking of the industrial relations between New England and Canada, the report says:—"It is remarkable how the attitude of the average American citizen has changed toward Canada in the course of a few years. Canada, especially the Canadian North-West, now looms up large in the public eye, and strenuous efforts are being made to secure for Boston a share of the immense traffic of what is now universally regarded as being (with the possible exception of the Mississippi Valley) potentially the greatest and richest agricultural region in the North American continent. The extreme bitterness of the newspaper attacks made on the Grand Trunk Railway respecting their promise to build a terminal at Boston, connecting this port directly with Montreal, shows the importance which local business men attach to the matter."

How Boston was Disappointed.

It is stated that "great expectations were aroused in Boston by the announcement that the Grand Trunk was to make the port a terminal, and it was eagerly hoped that Boston would get a proportion of the immense traffic of the Canadian North-west and that the alleged monopoly of the New York, New Haven and Hartford Railroad would be destroyed. Some business men, however, maintained the view all along that the Grand Trunk was little likely to develop an American port when the Canadian ports, such as St. John, New Brunswick and Halifax, Nova Scotia, were available, and that the whole affair was an attempt on the part of the Grand Trunk to obtain favorable agreements as to through rates from the New York, New Haven and Hartford Railroad. The recent cessation of the Grand Trunk's construction work confirmed this view, and the disappointment of the local public was very great."

Work May be Resumed.

After the Grand Trunk ceased its work in New England, the governor of Rhode Island vetoed the bill permitting the road to be leased to the Central of Vermont, and until that is corrected, there is no possibility of continuing the work. Mr. Chamberlin expects this situation will be remedied when the Rhode Island legislature meets next fall. If so, he says, when the road can get funds, the work will be resumed.

MARKET FOR CANADIAN HONEY.

It is to be hoped that firms interested in the honey trade will not this year overlook the market available in Great Britain for this product. The demand for honey for various manufacturing and edible purposes is an expanding one and is being largely supplied from Jamaica, Australasia and Chili, in addition to the home supply. It would be pleasing to see Canadian firms bring themselves more into evidence on this market, says Mr. J. M. Mussen, Canadian trade commissioner at Leeds.

WINNIPEG'S SUCCESS INSPIRES THE MARKET.

In view of the adverse criticism which recently has been leveled in England against Canadian municipal securities, the splendid reception given to the latest issue by Winnipeg, which was over-subscribed in advance, has produced the greatest satisfaction in Canadian financial circles in London, says a Canadian Associated Press cable message.

The comparatively low price at which the loan was floated is unquestionably due, it is said, to the recent uncalled-for attacks on civic borrowers, which it is now apparent the city has not taken too seriously.

Canadian financial authorities on this side are confident that the flotation will prove advantageous to the Canadian situation generally, but in their opinion it would be better for other cities, especially those of lower rank, not to attach too much importance to Winnipeg's success.

The whole situation bristles with difficulties, and civic authorities will be well advised to confine their financial commitments for the present to essentials.