

KING THEODORE'S CONDESCENSION.

President Roosevelt is manifestly the creator of the character of President Roosevelt, and we hesitate to accuse the strenuous one of being merely an understudy of another great and mighty ruler of men. The president, we note with satisfaction mingled with admiration, lately gave another display of the versatility of his talent and the capacity to do well one of the few things that ordinary individuals make a success of. That is to say, after a week of communion with the bears and bob cats, Emperor Theodore rested from his labors and attended the services of the sanctuary on the Sabbath. The fame of the mighty hunter, being spread abroad throughout the bad and good lands of Colorado, attracted a great concourse of worshippers. The ordinary meeting house was incapable of accommodating the immense throng, and so the service was conducted under the "blue dome of heaven." After the regular exhortation the president was called upon and in response preached a powerful discourse. That is the sum of what we are told in the dispatches. But that is not the part of the performance we are interested in. The question is, did the president lead the singing? Emperor William, in addition to being "the whole thing" in diplomacy, as we know President Roosevelt would be also but for the plausible opposition of a son-in-law who abhors his opinions and position should be regarded as of some account—the German autocrat conducts orchestras, composes "pieces," and generally exhibits talents of a diversified order. Now the question is, "did President Roosevelt conduct the singing at that convoluted altar preaching the sermon?" If he did not, his monarchical contemporaries are still one lap ahead in the great race for pre-eminence in universality of talent. The distinguished visitor concluded the meeting by shaking hands with every man, woman and child in the assembly, but we do not count that a credit to him. If a celebrity in this land of freedom with limitations had done such a thing we might have regarded it as a display of insufferable patronage and resented it accordingly. But then a great deal depends upon the point of view. The subjects of King Theodore evidently considered themselves honored. We also so consider them.

CANADA'S PIONEER RAILWAY.

The Grand Trunk Railway of Canada, like those who pioneered its lines in the early days of railroading, has had its ups and downs, not to say its "bumps." Its misfortunes have been ascribed to various causes. Canadian critics of the company have not hesitated to say that the managers who dwelt in Great Britain and directed operations at long range were responsible in a considerable degree for the deficits which annually confronted shareholders. The company was charged with neglecting the special field for whose development it was specially created, from whose inhabitants it received such substantial assistance in the form of loans and subsidies, and with directing its energies to the United States, in which it built branches that were subjected to strenuous opposition. Be that as it may, it is satisfactory to note that a new and, from a Canadian point of view, a better policy is now being pursued. The Grand Trunk is now about to follow the example of that very successful railway, the Canadian Pacific. It is coming West, not only into that newly-found region of promise, the Canadian prairies, but right through to the Pacific Ocean. There is little reason to doubt that its faith will be justified by results, nor that the second complete transcontinental railway of the great American continent will be all-Canadian, nor that its operations will be as satisfactory to its shareholders as the first has been.

It is gratifying to observe by a perusal of the proceedings of the annual meeting, recently held in Great Britain, that the period of depression which clung so tenaciously to the Grand Trunk Company has at last passed away and that the prospects for the shareholders are growing brighter from year to year. In reviewing the report of the annual meeting that competent British authority, the Railway Times, says:

The present directors of the Grand Trunk railway have now been in office just ten years, and both they and the proprietors have much reason to look back over that period with gratification. At the meeting on Thursday Sir Charles Rivers Wilson took the opportunity of reviewing the progress of the company in characteristically modest terms. The report for the last half year, to which we alluded last week, gave little cause for unfavorable comment, even to the carping critic, and it was not surprising that the meeting received the statements of the chairman with lively approval. Although there had been a falling off in gross receipts, so capably had the management met the conditions that the net revenue showed a marked increase, and was in fact larger than ever before in the history of the company. This result has evidently not been obtained by undue economy in maintenance, inasmuch as the expenditure under this head has increased by

over £23,000. From this fact it is clear that the directions continue to pursue the policy which they marked out for themselves when they came into office in 1895. At that time the company was not earning its fixed charges, and it had to face a deficit of no less than £306,000. With little delay the new directors made themselves thoroughly acquainted with the property, and they quickly established better relations than had previously existed. Better times aided them, and the adoption of more modern methods, the purchase of larger cars and heavier engines—steps in which they were now being followed up—a respectful distance by many home railways—all contributed to produce rapid and even extraordinary improvement. How heavily the company was handicapped may be appreciated from the chairman's statement that of a total capital of 60% millions, only 5% per cent was actually received in cash. Under such circumstances it is surprising that the company is today in its present strong position. The present board took up the work at a critical point, and while they have successfully looked after the immediate needs of the company, they have worked with a full sense of responsibility for future results. Expenditure has been incurred as was necessary to broaden the foundations, and thus to enable the company to stand up to the pace with the expansion of the Dominion, which will proceed with increasing rapidity. It should be a source of satisfaction to the proprietors to know that their enterprise is affording valuable assistance in the development of a country which is destined to play a part of first-rate importance in the strengthening of the Empire.

PATRIOTIC ABSTRACTIONS.

We believe we have pointed out that Toronto, above all places in Canada, has manifested a deep interest in the school question which is not troubling the section directly concerned. It may not be so generally known that the declaimers against the educational clauses of the Autonomy Bill whose patriotic bosoms are torn and bleeding at the prospects in store for the rising generation of the new provinces are what may be described as the "clawees" of the Ontario capital. They dwell in the most favored districts of the city, the parts from which the common people are debarred for various good and sufficient reasons. The Toronto Star has been investigating and its discoveries are interesting. An examination of the returns compiled by "vital statisticians" shows that the people who are the chief bulwark of the public school system on the platform and other public places in which words count for more than deeds, are very nearly capable of being classed as barren and unfruitful. But don't let a closer examination would disclose the further fact that the "little fathers" of the favored and chosen districts, the defenders of the school system who are merely patriotic abstractions, bestow what little patronage they produce upon private educational institutions and pass the "little red schoolhouse" by on the other side. The investigator of the Star points out that a comparison of the birth rates of certain sections of Toronto reveals a condition of things that is surprising. There were born in this city during the first three months of this year 1,238 children. Of this total, only one babe was born to the filmy laces, dainty linen, and silver spoons of fashionable Rosedale! Upper Sherbourne street in the same period failed to add a single soul to its population, but "The Ward" came bravely to the front with fifty-five births.

St. George street lacks a single entry! Jarvis street has one, Carlton street only two! The Annex, where poverty and its entail of woes is held strictly at bay, registered six; but two should be subtracted from that total—twins born to the wife of a coachman.

Parkdale's renowned lake front district is on a par with the Annex. Four babies saw the light of day in that district south of Lang street and west of Dufferin street.

Over-the-Don, where the thrifty mechanic and laboring man hire himself after his day's work is over, makes a brave showing. Riverview even has the call on the prolific "Ward." Of the twelve hundred and odd infants born in the first quarter of the year, Riverview, exclusive of the Beach districts, accounts for 57.

A general review of the situation shows that the districts inhabited by workmen make the heaviest returns. Of course to some extent virtue must be given to the fact that the workmen outnumber the leisure class ten to one, but even taking this into consideration, the birth rate in the wealthier portions of the city is woefully small. That district lying northwest of Dundas and Queen streets, and that portion of the city bounded by Spadina avenue, College, Clarence, and Front streets, makes good a showing as the "Ward" and Riverview.

INDIA'S WOES.

Surely India is the "most distressed" country in the world. When we read of the number of her people who are killed annually by noxious reptiles and wild beasts; of the ravages of cholera, which takes off its hundreds of thousands apparently without creating a panic; and add to the other calamities an occasionally destructive earthquake, we of this sparsely settled new continent are apt to wonder that the population of that old land of wealth and magnificence continues in all its almost innumerable multitudes. Previous to the British occupation, when the rule of the princes and

rājās was as savage and as merciless as the scourge of nature, the competition in human destruction must have been keen between the forces of man and the natural agencies. The combination no doubt guarded against any possibility of the creation of an over-crowding problem. The records prove that with the exception of the upheaval of 1819, which, from Cutch as centre, affected the whole of Northern India, from Bombay to Calcutta and Peshawar, every great disturbance since 1620 has originated in the mountains of the northeast or the northwest. In 1737 a terrible earthquake, starting probably in Assam, is said to have destroyed 300,000 persons in Bengal. Immense numbers of craft were wrecked in the hurricanes and the gigantic waves which accompanied it. Benizal and Burma were severely shaken in 1762 and 1839; Nepal and Bengal in 1834. In 1869 Assam and Eastern Bengal suffered heavily from the Cachar earthquake, and in 1897 another Assam earthquake wrought havoc in that province, and in Bengal as far west as Monghyr. It was distinctly felt so far to the northwest as Rohilkhand and the hill station of Naini Tal. In the northwestern region great earthquakes have been recorded at Delhi, in 1720 and 1803, the latter being responsible for the destruction of the upper part of the Red Minjar. Lahore was visited in 1827, Kashmir in 1780, 1828 and 1885, the loss of life in the latter year being estimated at 3,500 in the many shocks which occurred between May and August. The earthquake which overthrew the fortifications of Jellalabad in 1822 was felt as far to the southeast as Mussoorie. These are the most destructive of many earth waves known to have occurred in a period the records of which are very imperfect. Yet India, on modern seismological maps, is not shaded deeply as a centre of disturbance like Japan, or the Pacific coast of South America.

FISHERY JURISDICTION.

Discussing the fisheries question and commenting on the difficulties that prevent an understanding by reason of the jurisdiction of the individual states over territorial waters, the Seattle Post-Intelligencer argues that the Dominion of Canada is itself not an independent authority, "as the United States has had occasion to discover on several occasions." If the American government, our contemporary says, desired to make any arrangement respecting close seasons on the waters of the Sound, it would have to make it with the Imperial authorities. We do not know whether the Seattle newspaper is wilfully or conveniently ignorant on this subject. We suspect it, after the manner of Americans generally when they approach matters in controversy between the Dominion and their country, sets up the dependency of Canada as a convenient subterfuge. For reasons that we thoroughly understand in this country our neighbors prefer to refer any misunderstanding directly to the Imperial authorities. But in the particular matter of fisheries jurisdiction there is no question whatever that Canada is competent to discuss with the state governments or the federal authorities any point that may arise and to settle it finally and fully without any reference whatever to the home government. In this matter of fisheries preservation no question of international jurisdiction or of national or state rights arises. The people of each country have an undisputed right to pursue the course they deem best in their own interests. If Americans decide to take and to kill and to can fish while a fish runs, that is their business. If Canadians determine upon a like course, they also would be acting strictly within their rights. But if as the result of the inquiry about to be instituted by the Dominion government the fact should be established that only by coming to an understanding and taking united action a valuable industry on this section of the Pacific coast can be preserved and fostered, it would surely be folly for our neighbors to take refuge behind the sophistry that Canada has no jurisdiction—that only the paramount authority is competent to deal with the matter. There are times when Americans are willing to concede that for all practical purposes Canadians are independent and self-governing. There are other times when our dependence is alluded to with lofty scorn and top-lofty insolence.

SOCIALISTIC RUMBLINGS.

That horny-handed son of toil, Commodore Hawthornthwaite, appears to have an equally fine scorn for the capitalist and the tolling work-a-day community. We are all under the dominion and the thumb of theological, economic and materialistic "workers," it appears. What we would like to know is what would become of the preachers of the new doctrine of social salvation if the millennial day of freedom were to dawn to-morrow. If we have any comprehension of the principles of the only altruistic creed, every man capable of toll must do his share towards the maintenance of the community. The need for organizers and propagandists having passed away with the realization and creation of the Socialistic commonwealth, the necessity for the maintenance of plant-form workers will have ceased. But it is almost as difficult for the man who

has acquired the platform habit to cease from troubling as it is reputed hard for the leopard to rub out his spots. The rank and file of the Socialists we know to be industrious, frugal and careful of the welfare of their households. If it were not so we do not know what would become of their leaders and instructors. For reasons that are perfectly obvious, therefore, we submit that all social problems would not be solved if all property were to-morrow redistributed and the work of the world commenced upon a new basis, to be administered under new principles. We would still have the idle and the shiftless and the natural-born "spouter" with us. Now the natural-born "spouter" could no more successfully contend with his pent-up "eloquence" than the natural born indolent could be made to do his share of the "community labor." The problem of dealing with the non-productive would remain. Would the socialistic commonwealth deal with him as the honey-bee deal with their drones? If it did we fear the ideal system would precipitately lose its idealism and that a new idealism would immediately be set up, with preachers and lecturers ready to proclaim its virtues right on the spot. Our opinion is that Socialism as a force for the regeneration of the world and the relief of the oppressed would partake, like the condemned system, of all the weaknesses of its creators—and we fear Socialists are no more perfect than their fellows—possibly even their leaders have their "moments of weakness."

ELECTRICITY V. GAS.

Electricity as an illuminant, especially in districts where water power is available, has made great headway within recent years. But the new form of lighting has not by any means displaced the vapor extracted from coal, as has been hinted by some writers. As a matter of fact gas is still a strong favorite in cities in which it can be obtained at reasonable rates, while its advantages over electricity as a fuel have not been overcome by recent developments. The facility with which electric light can be turned on and handled has stimulated the advocates of gas into activity, with the result that the ingenuity of the inventor has overcome one of the advantages held by the modern competitor of gas. At a recent meeting of the Gas Light & Coke Company of London, the governor of the "Court of Directors" showed how gas-burners can now be manipulated as easily as electric lights. He pressed a button on his desk and two incandescent gas-burners high up on the wall of the room were lighted up; he pressed the button again and the lights were extinguished. This device is a simple one, and is a Swiss invention. With an incandescent burner there is a "pilot light," that is, a tiny light through a by-path, so that when the gas is turned full it will be lighted. Where the key on a gas-burner would ordinarily be a little piston is placed, this piston having an opening corresponding to the openings in the fixture and the burner. When the piston is forward the gas has communication with the burner and is lighted by the pilot light, and when the piston is in the other position the gas is shut off, with the exception of a small quantity for the pilot light. The piston is operated pneumatically, a small copper tube about the size of a telegraph wire running from the gas fixture, say, to a point near the door of a room, so a person entering the room can press in the plunger, which is at the end of the tube, thus compressing the air and driving the piston at the fixture into the gas-opening position.

The details of a paper recently read before an association of students of civil engineering in Manchester, England, by Mr. Newbigging, chief engineer of the municipally owned gas works, are given by Marshal Halsted, United States consul at Birmingham. He said that the introduction of the incandescent gas-burner had given a new lease of life to gas undertakings, and had placed gas in the front position as the cheapest illuminant. While he did not deny that for decorative effects, electricity had advantages over gas, he thought that the recent introduction of the inverted incandescent gas-burner had fair to rival the present incandescent electric light. Having made the statement that electricity, light for light at Manchester prices, is eight times dearer than gas, he said an incandescent gas-burner develops, per cubic foot of gas consumed, from 15 to 40 candles, according to the system employed. With gas at 56 cents per 1,000 cubic feet and electricity at 7.2 cents per unit, average prices in Manchester, and taking the lowest power developed by the incandescent gas-burner, viz, 15 candles per cubic foot, 15,000 candles per 1,000 cubic feet, the cost would be 3.72 cents for 1,000 candles, while one unit of electricity developed in "an incandescent burner," a light equal to 256 candles each at 7.2 cents per unit, or 30.10 cents per 1,000 candles. The Manchester gas works intend to establish a new department to deal not only with the maintenance of consumers' incandescent burners, but to assist in developing the greatest amount of light from the gas consumed. There has been very great prejudice in England against the use of carbureted-water gas, the kind in most extensive use in the United States. After describing the manufacture of coal gas and of carbureted-water gas, Mr. Newbigging said that it is regarded to the latter, which is a very inferior gas, as being directed against its distribution in England. As a matter of fact, carbureted-water gas was purer than coal gas, and had the same characteristic odor. It has been manufactured in Manchester for the past seven years, and there has not been a single accident caused through its use.

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FORMING COMPANIES TO EXPLOIT BUSINESS

Further Information Regarding the Tacoma - Progress of the Work at Port Arthur.

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TRAP FISH

TO SUPPLY FOR

Findlay, Durham Be Used

The Japanese in and around Mukden are unearthing guns that had been buried by the Russians in the beds of rivers and in wells in different parts of the country. It has been stated on excellent authority—the Russian staff at the front—that their loss has been 150 heavy guns and 300 field guns in the battle of Mukden. All the Japanese could account for was about 60, so that over 400 remained unaccounted for. It was then concluded that the Russians had hidden them, and search was therefore being made. Since then some of them have been unearthed, but there are still a large number, it is believed, which have not yet been found. It is thought that when Kouropatkin fell back from his first line of fortifications, when he claimed to have made a retreat without fighting, with a view of making a fresh stand on the south bank of the Hun the Japanese, with all his guns with him. The Japanese at that time advanced so quickly that the Russians had nothing to do but to retreat as fast as possible over the river, and from that time nothing more or less than a rout. It was on this occasion that they had no time to take their guns with them, and no doubt they pitched them into the river, or any other place they could find handy, hoping they still remained a chance to retrieve them, but that chance never came.

The thaw set in at Vladivostok on March 25th. The harbor is now free from ice. The defence of the fortress has been strengthened. The garrison for the rear defence of the fortress consists of about 20 battalions, including field and mountain artillery and sappers. In the event of emergency volunteers corps will also be sent to the fighting line. There is also a body of Russian troops at Nikolisk at the mouth of Vladivostok, but the number is not clear.

Twelve horses selected from among those captured at Port Arthur have been presented to the department of the Imperial household. They are all of pure Russian breed. A number of these 12 horses will be sent to Imperial stud farms at various places and others will be kept in the Imperial stable at Maronouchi.

ASKING FOR AID.

Trades and Labor Council Makes an Appeal on Subject to Local Unions.

The secretary of the Victoria Trades and Labor Council has sent a letter to each of the affiliated unions in which an appeal is made for aid in fitting up the children's ward at the Provincial Jubilee hospital.

The letter reads as follows: "I am authorized to communicate to you the following resolution, which was unanimously carried at the regular meeting of the Trades and Labor Council on the 10th inst.:

"Resolved, That the Trades and Labor Council invite every labor organization in the city to contribute towards a donation towards the children's ward at the Provincial Jubilee hospital.

"Kindly accept this as an invitation from the council to your union to contribute in aid of the object as set forth in the resolution.

All contributions should be sent to the undersigned, who is authorized to receive and acknowledge same.

The following data of the estimated cost of construction and collections to date towards the proposed children's ward will show what has been accomplished: Total estimated cost of construction of ward \$7,000 Of which the board of directors will provide 2,700

The Ladies' Auxiliary having undertaken to raise \$4,900 Of which amount they have already secured 3,600

Leaving the balance yet to be obtained \$1,300

The Ladies' Auxiliary, as well as the board of directors, are anxious to see the results of their endeavors by having this much-needed division added to the hospital at an early date, and confidently expect that construction may begin during the present year.

The labor organizations of our city are by this again afforded an opportunity to give a practical expression to their appreciation of the work the hospital is doing by responding to this invitation with that generosity of purpose which is characteristic of their fellowmen in particular and humanity in general.

CHRISTIAN SIVERTZ, Secretary.

FROM OCEAN TO OCEAN.

Olds Motor Works to Send Two Oldsmobiles to the Olds Motor Works, of Detroit, will send two Oldsmobile standard runabouts across the continent from New York city to Portland, Oregon. The start will be made from New York May 8th, and the run is timed to reach Portland for the opening of the Good Roads convention there June 21st. The trip is being made in the interests of good roads.

The Olds Motor Works will invite volunteer drivers for the trip, and will receive applications either by wire or by letter. Two men will be selected from those who accompany each runabout. All expenses will be paid, and the driver, bringing his machine first into Portland will receive a cash prize of \$1,000. The other man, upon his arrival, will receive the machine he drove.

Wm. W. Abbott, special agent of the government bureau of public road inquiries, who is prominently identified with the good roads cause, intends to accompany the cars.

The standard runabout was the first light car to cross the American continent, and they feel that it is unquestionably well adapted for this project in the interests of good roads.

A party of students from McGill university, Montreal, are at Wilkesbarre, Pa., accompanied by Dr. Parker and Dr. Wilson, members of the faculty. They are making an investigation of the coal formations of the Wyoming valley. They will spend ten days in this vicinity.

The above is main apartment hotel, Montreal, elaborately furnished, part of a bank, the construction of which is being completed by the outside the sufficient appearance, with a high pile of the Corbin