

What the World is Saying

Exhaustion of the Coal Supply.

EVERY once in a while we hear rumors to the effect that the coal beds of the world will not long stand the present drain upon them. Great Britain appointed a royal commission to examine the supply underlying the United Kingdom. The conclusion reached by the commission should silence the most pessimistic. The Scientific American quotes these figures. "During the last thirty-four years nearly five and three-quarter billion tons of coal have been mined in Great Britain, and the amount still available is, to give the exact figures of the report, 100,914,668,167 tons, so that if coal were to be mined at the average rate per year of the past thirty-four years, there is enough coal available to last for over six hundred years to come. The commission states, however, that the above figures do not cover the full resources, since they refer merely to the supply available in the coal fields lying at a depth of less than 4,000 feet, and in seams over one foot thick, these being known as the "proved" coal fields. It is estimated that there will be found in the unproved fields at less than 4,000 feet depths about 40,000,000,000 tons, which amount added to that of the proved coal, makes a total of over 140,000,000,000 tons that are still available. This is about twenty-five times as much as the total output of the last thirty-four years. If the coal supply of Great Britain is representative of other countries, the exhaustion of the world's supply need not give anyone serious concern.

England and Her Slum Problem.

THE SOCIAL DEGRADATION to which hordes of England's population have been reduced is sad in the extreme. The Regina Standard publishes some figures gathered by Mr. Jack London which shock the sensibilities of the prosperous Canadian. "On the night of January 24th of last year, medical officers and inspectors of the London County Council took a kind of census of London outcasts. Between one and five o'clock in the morning, from Hyde Park to Whitechapel, and Holborn to the Thames, they counted 1,609 men and 188 women walking the streets without a place to sleep, or sleeping in doorways. On the basis of these figures, gathered in four hours' observation, the officers estimated that one person in every two thousand in London was a homeless outcast. And among the 1,797 wretched wanderers thus counted, fifty were little children. When Mr. Jack London investigated these matters two years ago, he found that twenty-one per cent. of the people of London were driven to the parish for relief; that there were in London 1,800,000 persons that were destitute or lived on the imminent edge of destitution; that one person in every four in London died supported by public charity; that in the United Kingdom, with 47,000,000 inhabitants, there were 8,000,000 constantly in danger of starving, and 20,000,000 more are not comfortable in the simple and clean sense of the word."

Match-Making Advertisements.

THE CHICAGO TRIBUNE tells the following, which needs no comment. Distance lends enchantment to most things. Affinities are among them. Charles Sumner, of Missouri, can readily testify to the truth of this. He discovered his affinity at long range. He proceeded to shorten the distance between him and her. And when he came up with her he found that his affinity was only a myth. Mr. Sumner had never experienced love at short range. To him Cupid near at hand was unattractive. He saw the young women of his town, and went his way heart-whole and free. But when love came to him in the enchanting wings of distance he fell an easy victim. "Widow, lonely, handsome, very wealthy, wants to find a man who can love her for herself alone. Only the most honorable need apply." Sumner saw this appeal in the newspaper. The enchantment of distance worked upon him. A widow, lonely, handsome, and wealthy. A far-away Chicago! The young man

fell promptly in love. "Wants to find some one who can love her for herself alone." There was something appealing in the spectacle. Sumner sat down and wrote to the widow. He told how he had discovered that she was his affinity. She replied, suggesting that he come to Chicago. He came, with a red ribbon in his coat lapel that the widow might know him. At the Chicago station two men approached him. They were the brothers of the widow. They asked Sumner as to the state of his finances. He had \$11. The men took it and went away to get their sister. Sumner waited and waited and no widow came. Neither did the men who had his money. Finally a policeman broke the news that he had been "bunkoed." The enchantment of distance vanished. The affinity was a cruel fable.

The C. P. R. and the Prince Albert Branch.

THE CANADIAN PACIFIC RAILWAY never lets an opportunity pass of making all the money it can for its stockholders. Another illustration of this is given in its dealings with the people of Prince Albert. Says a correspondent to the Free Press: "Transportation charges are too high both for passenger and freight. They were made to fit the conditions prevailing before the late developments of the country along the line. The fare is still four cents per mile, and the trains, which are four to six coaches, are full all the time. As to freight, they are obliged most of the time to run two engines, and often run two trains a day both ways. There is hardly a shadow of doubt that a reasonable fare and reasonable freight rates would increase traffic of both kinds very materially." The railway company will be the losers in the end if they maintain a schedule of high charges on that particular branch. A moderate charge would stimulate increased passenger travel, while a high tariff has a direct opposite effect.

How to Live Long.

THE CELEBRATED EDUARDE HALE has been giving advice to those coming after him. There are few men better qualified to do so. He is one of the most distinguished men of his time, and in America, where he is so well known, his words are listened to with respect and delight which they so well deserve. He says: I have always been fond of botany. I loved my garden and once thought God had intended that I should grow roses. But I found that I couldn't take care of a large parish and my garden, so I stopped gardening. My advice to every one is to live out of doors as much as possible. A healthy man should walk six miles a day without fatigue. But a dozen miles in an open street car or buggy is just as well, I think. The air and the sun are what one needs. I have made it a rule to sleep ten hours a day all my life. I went to bed last night at a quarter to 9 and got up at five minutes after 7 this morning. After my lunch at 1 o'clock I slept another hour. I have written an essay on sleep and also a lecture. Good sleep is the first necessity for health and labor. If for any cause you lose sleep, be sure to make it up. Maintain the average. As to diet, find out what agrees with you and what doesn't. I take a cup of milk made brown with coffee an hour before breakfast. I drink another cup at 11. Lunch comes at 1 o'clock. If the meal at 7 is light I recommend a bowl of soup at bedtime. But don't drink coffee or tea after 2 o'clock in the afternoon and don't engage in hard brain work after 4. Live in this way, going out of doors every day, rain or shine, and you will sleep, and sleep is the beginning of sound health and good work. Three hours' dictation is enough for any man engaged in literary labor. It should begin at 9.30 o'clock in the morning behind a locked door with a secretary who knows more than you do and can spell. At half-past 12, as I once said, you may open your doors and let the wildcats or the tame rush in. Attend to the business of your callers in the afternoon and get out into the open. In the evening read, but not too much, go to see your friends, let them come to see you.

The Passing of Niagara Falls.

PROF. G. K. GILBERT, of the United States Geological Society, has prophesied that the waters of Lake Erie will yet find their outlet in the gulf, while Lake Ontario alone of the chain will send its overflow through the St. Lawrence, Niagara Falls would then cease to be a river. Says the Canadian Manufacturer: He argued that a vigorous campaign of education is necessary if the Falls are to be retained. Great Britain and the United States must join in a treaty, and before they would do this, Canada and New York, respectively, must request such action. Those who want to utilize the power are in possession of the field; the precedents are with them; the burden of proof has now been thrown on the shoulders of those who would protect the Falls, and their task is an up-hill one. The present diversion from the Falls, while computable, is not visible. But charters already granted and franchises not yet fully availed of, but on their way to realization, will so detract from the volume of the river as to leave the American Falls dry.

Exit the Billionaire!

ALL THE SIGNS point to the passing of the billionaire. The order of his going and the line of his departure may not be clearly seen, but the die is cast. Outraged subjects of the corrupt commercialism have decreed that the monstrosity must not be allowed much longer to fatten and flourish, says the Canadian Magazine. Slowly, but surely, there is arising a feeling against the economic system which produces millionaires. It is stated that Mr. Andrew Carnegie has given away about \$150,000,000, and still has \$300,000,000 left. There must be something radically wrong in a civilization which allows a man to accumulate in less than one lifetime the enormous amount of wealth represented by the figures \$450,000,000. There must be something inequitable and unjust in a state of industrialism which allows men like Carnegie, Rockefeller, Strathcona and Macdonald to amass millions when a large percentage of the population of this continent is in actual want. That these men make good use of their money after having obtained it, is no answer to the charge against the system. It should not be necessary to have the universities dependent for their creation and maintenance upon the whim of a Rockefeller. It should not be necessary that the growth of public libraries in America should be dependent upon the caprices of a Carnegie. It should not be necessary that the educational reforms and advancements of Canada (however excellent) should depend upon a tobacco manufacturer. The ideal civilization should be equality.

Do State-Owned Railways Pay?

A COMMON ARGUMENT against the state-ownership of railways is that they do not pay. In Canada the I.C.R. is quoted as an example of what might be the fate of other systems were government ownership applied. Taking the balance sheet of the Federal railways of Switzerland as the text, the Toronto Globe says:—An almost invariable feature of such criticism is the assumption that State-owned railways should be made to pay. Perhaps this is due to a long misuse of the word "pay," for we speak of a railway "paying" when we really mean that the "paying" is done by its patrons. If the state-owned railways of Switzerland do not pay it shows that the managers have adopted a scale of rates that meets operating expenses and construction and equipment charges. If rates are above this level the users of the railway are subjected to a special tax, while rates lower than the cost of the railway service gives the railway users special favors at the expense of the taxpayers. Public services furnished by the State should be given at cost. They should not be made a means of levying taxes or raising revenue, neither should they be made a burden on the general public. That the railways of Switzerland are not likely to yield a revenue is a tribute to the sound economic principles on which they are managed. The critics who regard railways in accordance with their dividend-earning power find it difficult to appreciate the wisdom of operating them with no such object in view. This is a sane criticism of the whole question, and one which does not generally appear in the discussions upon the subject.

Taking a Pointer From Canadians.

THE MEMBERS of the Canadian Manufacturers' Association now in England appear to have made a profound impression on the manufacturers there as to their importance as a body. As a result of their visit the English manufacturers have practically decided to form an association which will be conducted on similar lines to the Canadian Manufacturers' Association.