

The Subject of the Season. The second trial of Captain Dreyfus is now occupying the attention of the civilized world. The case threatens to

eclipse the interest in the long drawn-out, homeward journey of Admiral Dewey, and every question put to the poor, persecuted French officer is cabled across the seas to his sympathizers. Men chat about the case, speculate upon the verdict, and pass the dull season excitedly perusing the vivid descriptions of the prisoner, the court room, the counsel, the judge and La Dame Blanche. But the most vivid pen pictures of the scene at Rennes, and the stoutest declarations of his innocence by Dreyfus seem to fail in clearing the blurred vision of his enemies, one of whom, the "Journal des Debats," says:—"Neither his face nor his words evoke sympathy. His voice sounds false, and his protests of innocence are not convincing."

The "Temps," on the other hand, said: "He replied in a virile tone of assurance, and with a cleanliness and conciseness, which carried conviction. The "Figaro" correspondent at Rennes said: "Dreyfus leaves nothing remaining of the accusations. His whole attitude proclaimed his innocence."

In the confusion of mind created by such divergent opinions, the believer in Dreyfus (and what thoughtful student of the revelations of the past five years can dare to doubt his innocence) may find comfort in recalling the impression formed on a small boy's mind by a cow. Being requested to describe in an essay the anatomy of the cow, he wrote as follows:—

"The periphery of the cow is bounded by the horns, the hoofs and the tail. The body is divided into three parts: the head, the chest and the stomach. The head contains the teeth and the eyes; the chest has the lungs and the heart, and part of the liver and bacon; while the stomach comprises the bowels, which are five in number, a, e, i, o, u, and sometimes w and y."

The small boy's knowledge of natural history, imperfect as it appears from his description of a cow, is infinitely superior to the knowledge of the rabid haters of Dreyfus of what is right and just. They are unable to efface the impressions of his guilt created in their minds by the conspirators of 1894.

Immigration Government Aid Wanted. The subsidies recently granted by the Government to railway projects form the subject of an article

elsewhere in this issue of THE CHRONICLE. Although there has been a large amount of capital sunk by Governments and municipalities in lines which bring no direct return, the indirect, continuous advantages conferred on the country by railway facilities are far in excess of any burden of taxation imposed on the people by their grants in aid of railway construction. There are cities and towns, broad farm lands and innumerable industries whose development is wholly the work of railways. There are countries border-

ing on Lake Huron, the Georgian Bay and other waters which would to-day have been a wilderness but for local railways. Yet, as one of the leading factors in the rapid development of Canada, and as one of the sources from which our increased financial resources have been derived in the last half century, the expenditures upon railway construction are usually condemned, ignored or under-rated. Perhaps, we have reached a point at which further extensions, save strictly for colonization roads, are not needed. We have at least arrived at a period when subsidies should only be granted with the idea of the railways receiving same, bringing markets nearer, increasing population, and, therefore, adding to value of the country already opened up, and enjoying the advantages of splendid transport facilities.

If some or a large part of the money which the people of Canada are periodically asked to contribute by their representative bodies towards the existing railway system of the Dominion can now be diverted to the encouragement and temporary support of a desirable class of immigrants, it will not be long before an ever-increasing population will render possible the payment of regular dividends upon the great bulk of the capital invested in Canadian railways. The future prosperity of the country is dependent upon our success in attracting settlers. These can be obtained without imposing any appreciable financial burdens on the people of this Dominion, if intending emigrants are made aware that the government of the country is able and willing to transport them to new homes, and can also make them realize that nowhere in the wide, wide world outside of Canada, can be found a happier union between the fertility of nature and the industry of man.

WOMEN AS FRATERNAL LIFE RISKS.—"The mortality experience of the Supreme Hive, Ladies of the Maccabees, as shown by official statistics, proves conclusively," says Mrs. B. M. West, of Port Huron, the most prominent "Lady Maccabee" in the United States, "that women as insurance risks are better than men; equal care in selection, experience and comparison is said to demonstrate that the percentage of lapses among women is lower than among men."

The Ladies of the Maccabees met in Port Huron, July 18th, for their annual convention. It is the biggest fraternal order of women in the world. It was organized on October 1, 1892, and the membership of the Supreme Hive at the close of that year was 319. On December 31, 1898, it had 43,158 members, and on June 1, 1899, a net increase in membership of 8,616 was reported, an average of 1,723 a month. The amount of benefits paid from organization to December 31, 1898, is \$400,700; mortality rate per 1,000 for 1898, 4.82; net assets on January 1, 1899, \$124,045.63. In view of the "bigness" of this order, the statement of Mrs. West regarding feminine mortality should offer some food for actuarial thought. Of course, one fact stands in the way to damage the weight of Mrs. West's conclusions—the "newness" of the order. It is difficult to build reliable statistics on a basis of only seven years' experience.