

What the World is Saying

Rider Haggard and Immigration.

RIDER HAGGARD, the author and publicist, addressing the Canadian Club at Toronto, recently asked why Canadians did not make their great country and its vast resources better known. The impression his speech gave was, that few people were looking towards Canada as a possible home. A glance at the facts will show that this country is getting its share, and more than its share, of emigrants. Says the Presbyterian: "The immigration in Western Canada last year was 50,374 from the British Isles, 45,171 from the United States and 34,785 from Europe, a total of 130,330. It is estimated that this year there will be into the same country a total immigration of 180,000. In 1900-1 the total immigration was 49,149. So that the estimate for this year shows an increase of 130,857 over the opening year of the century."

Mr. Carnegie in a New Role.

HITHERTO, millionaires have displayed little originality in the selection of objects upon which to bestow gifts. Colleges and charitable institutions have come in for the greater share of their benefactions. Mr. Carnegie, however, has discovered in the college professors a class of men whose calling is high, but whose purse is slender. For their benefit he has established a trust fund of ten million dollars to provide retiring pensions. He says: "I have reached the conclusion that the least rewarded of all professions is that of the teacher in our higher educational institutions. The consequences are grievous. Able men hesitate to adopt teaching as a career and many old professors whose places should be occupied by younger men cannot be retired."

The Grand Trunk Pacific with the Bonus Revolver.

IT IS THE CUSTOM of large corporations to hold up towns and cities for bonuses. The East has been done to death by exploiters of the municipal treasury for selfish ends. If a company so large, rich and influential as the G.T. Pacific has descended to such methods, it is to be deeply regretted. The Banner, of Russell says: "The G.T.P. makes a great mistake when it goes about in Western Canada peddling special favors in the way of railway connection to the towns and cities it may, if it likes, pass. We are sure that the friends of the new road feel ashamed and disappointed, when they see the favors of the road in the way of divisional points, repair shops, etc., being sold, or offered for sale to the towns along the route. It is by no means a creditable business for any railway company to engage in, much less a great national enterprise like the Grand Trunk Pacific." The writer has expressed the sentiments of all who stand for purity of national and commercial life when he says: "It should have no privileges of any kind to sell, and all its plans should be based upon the primary interests of the traffic which it is to carry and of the country which it is to serve."

Chicago Learning From Glasgow.

CHICAGO has the municipal ownership fever, a complaint which makes periodic attacks on large cities. The peculiarity of this case is the physician to whom Chicago applies for healing. It is Glasgow. Mayor Dunne has discovered that the Scotch city can teach even Chicago a thing or two about civic government. Have the heavens over Chicago fallen? Chicago, the windy and self-satisfied, asking advice from anyone is a sorry spectacle; but when that advice is asked of a British city her humiliation is complete. The sound of cracking from knees that have hitherto been unbending will be heard by the dust of past civic pride, but it will not make that proud dust dance with delight. Whether she likes it or not, Chicago learn from Glasgow. In the latter city she do not enter into the municipal life. There are no political divisions in the city council. The Lord Provost has no patronage and no

civil service law is necessary, because public sentiment would not stand the spoils system. The affairs of the city are conducted on business principles and not political prejudices.

Why Goldwin Smith Came to Canada.

IT HAS BEEN A SURPRISE to many that one so distinguished in the realm of letters as Goldwin Smith should divorce himself from the cultured atmosphere which surrounds Oxford. Prof. Smith has published his reasons. "I am described as being brought to the New World by dreams of wild vanity which I thought the New World could alone realize. I had settled down for life on my professorship at Oxford, and had built a house there. I was called away and obliged to resign my chair by a sad domestic duty, in the performance of which I had to spend a year and a half. Then, having no special employment, and being in much need of change, I gladly accepted the invitation of Mr. Andrew White to help him in the formation of Cornell University for the special benefit of poor students. Having lectured at Cornell for two years, I came to reside with the branches of my family settled before me in Canada. It happened that at the time of leaving England I had before me an offer of the nomination of my party for a parliamentary constituency. I had a similar overture after settling here."

An English View of the Autonomy Bill.

LEADING English journals are giving attention to the question which at present agitates the mind of Canada. The Daily Chronicle occupies a front rank position in English journalism. It advances this dispassionate view of the case: "Advancing age, failing health, spiritual intimidation and probably a desire to make peace with his own church before it is too late, have made Sir Wilfrid Laurier, who was the hero in the great fight which decided that a separate school system should not be forced on Manitoba against the will of the Manitoba legislature, a pliant and willing tool in the hands of the hierarchy. The fight will go on even if the bills are passed. There will be resistance and litigation, and a constant struggle till the West receives constitutional autonomy. To yield to the Roman Catholics is merely to provoke further demands. We are convinced that the lessons of events will compel friends of liberty to range themselves under the banner of secular education by the state, and religious education by the churches." This is an intelligent view, and the position taken the one that shall ultimately come to be universally acknowledged.

Shall Canada Have a Navy?

MR. SANFORD EVANS thinks she should. In his speech at the second luncheon of the Canadian Club of Winnipeg he said: "I say that in the matter of defence we cannot afford to be in a position which is not self-respecting, and is not such a position as any ordinary man would regard as self-respecting in his own affairs. In proportion to our population, wealth and interests, we should provide defence. We know that the great defence is a nation ready to go to war." These remarks sum up the general thought on the subject of a Canadian navy. But are they true? Exploiters of the navy idea assume that we are a nation and not one in the making. Canada occupies the same position to England as a child does to the parent. The respect of either is not lost so long as the child is a minor. There may be a time when we shall need a marine defence; that time is not yet. Canada can do more to the interests of peace without a navy than with one. There is a disposition on the part of many of our public men to transfer to our Dominion institutions which have made for the destruction, rather than the upbuilding of older nations. If the day comes when England has urgent need of more battleships, she will find Canada standing at her side with her purse open.

Startling Figures About the Grand Trunk Pacific.

CANADIANS are an optimistic people. Their detractors sometimes charge them with being blind to every color but the "rosy" when their country and its possibilities are in question. The following figures as quoted by the Regina Leader are an unmistakable evidence that our national hopefulness has a solid basis in fact. "The G. T. P. will commence in June. This gigantic enterprise will mean the addition of 3,500 miles of main line to the 19,000 of track in the Dominion. Mr. Hays stated that 20,000 persons will be added to the railway employees of Canada. If this number were only paid \$2.00 a day each on an average, it would require \$14,600,000 a year to meet their wages. It will take 10,500,000 ties and 500 men working steadily for three years to produce them. There will be 7,000 miles of rails, or 1,232,000 rails and 42,000,000 spikes. It is estimated 500 locomotives will be required, costing \$7,500,000. At an average cost of \$700 each, 30,000 freight cars would cost \$21,000,000. The passenger cars at \$10,000 each for 500 would come to \$5,000,000. In addition to these materials, there are bridges, stations, telephones, switches, water tanks, telegraphs, and many other facilities for carrying on a great railway." This stupendous railway system must inevitably be followed by others. Canada is only in its babyhood commercially speaking.

The Advantage of an Advertisement.

THE VERB "advertise" is the line of demarcation between the business which is a success and that which is not. To one man it smacks of cheapness and fake, but to the broad-gauged merchant it is a word to conjure with. His advertisements are his best salesmen, and every dollar invested brings a steady stream of returns. No business exists which cannot be advertised with profit. The problem is, how to do it? Beyond a peradventure there is profit in it, else large and small enterprises would not put so much money into it. In American Industries Frank E. Bolles has an informing article on the subject. "To advertise a business successfully one must have a thorough knowledge of the product and the difficulties encountered by marketing it. He must also possess a knowledge of the various mediums, know their relative value, and the fields they cover. Even then the problem is not an easy one. This is particularly true if but a small expenditure is to be made, as there are innumerable ways to spend the money and one must use greater care in his selections." Mr. Bolles may be congratulated for his sanity when he says: "Say what is to be said briefly. Make the arguments strong and truthful. Never exaggerate, as the result is more than likely to be disastrous in the long run."

The Success that is Present and Popular.

SUCCESS is a goddess whose favors are heaped upon few. We wish to succeed, and to succeed now. Some fill all the conditions laid down by such guide books as "How to Succeed," and still the present and popular brand is not attained. Of course, ordinary success may be had in the ordinary way, that is, by average intelligence, industry, good habits and the choice of a congenial calling. But these routes do not always lead to the popular goal, and that is the terminus to be reached quickly. Dr. Robertson Nichol, in the British Weekly, has some discriminating remarks about immediate success. Of preachers he says: "The most popular preachers are not the best preachers. The finest preachers have been popular, but only within limits. The best preachers have made a more lasting and wide appeal to readers than hearers. The effect of their work has travelled far and is more permanent and intense; but you do not see people waiting at the doors of their churches. The popular preacher has physical recommendations. He is helped by a charm of voice and manner. There is in him something of the magnetic element. He has in his mind what is not commonplace; but he has also a large commonplace element. He says good things, but what he says can be understood." The writer treats the journalist and the novelist in the same way. But this does not give us the secret of popularity. The best we can say of it, that is temperamental—a combination of qualities which give their possessor that most precious thing, present success.

British House of Commons.

THE CALM aristocratic dignity of the British House of Commons has been disturbed recently over the fiscal question. It is to be regretted that the House lost its head. On the other hand, the celebrated assembly soon recovered its dignified equilibrium, and felt ashamed of its acrimonious outburst. Ottawa should note this, and take a lesson.