The Colonist.

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CONDITIONS IN INDIA.

The speech of Viscount Morley, on moving the second reading of the Bill relating to the Indian Council, was of a decidedly reassuring nature. He said that the population of India, that is the element which must be taken into account politically, may be divided into three classes: The extremists, who look forward to the time when the British will be driven from the country; a class which desires local self-government after the plan of the self-governing colonies; and a class which desires the continuation of the existing system, with a broader representation of the native element in the management of affairs. The new measure is aimed at meeting the wishes of the third class, which is much the largest, and Viscount Morley hopes that it will attract the support of the second class. The extremists, who certainly do not number more than 10 per cent. of the educated class, and possibly not 3 per cent., must be ignored and repressed by strong measures if they exhibit seditious inclinations. The great mass of the people are absolutely indifferent. To talk of seething discontent among the millions of India seems, in the light of what Lord Morley has said, to be a figure of speech. He told the House of Lords that the pronouncement made last December, in which the proposed legislation was foreshadowed, had been very favorably received except by the extremists, and even they had not been violent in their opposition. Some difficulty had arisen in the adjustment of the claims of the Hindus and Mohammedans, between whom there is a wide gulf. As Viscount Morley pointed out, this gulf is not merely religious, such as exists between Protestants and Catholics, but extends to racial traditions, instincts and customs. He hopes, however, that the difficulty presented by this great divergence will be satisfactorily solved. The measure submitted to Parliament does not go greatly into details, the intention of the government being to leave the hands of the India government as free as possible in working out the general plan. Parliament is asked to do very little more than assent to certain principles.

Lord Morley paid a very high compliment to Viscount Curzon, whom he described as one of the ablest viceroys that had ever been at the head of the Indian government. Indeed it would be difficult to exceed the praise as an administrator which the Secretary of State gave him. He pointed out, however, that Lord Curzon had hardly appreciated the necessity of meeting the reasonable views of the more moderate men among the educated people of India. Lord Curzon criticized the measure at great length, but approved of its general features. The spirit animating the discussion was of the most admirable character, all parties to it being inspired by a desire to secure the passage of the best possible law, and at the same time to give the people of India to understand that, while differences of opinion may exist as to details, there is none as to the general principles which must govern the relations of that country to the British crown.

RECIPROCITY IN COAL.

A recent Ottawa telegram says that "great diversity of opinion exists among members of parliament, who represent the coal producing provinces as to the effect of the proposed reduction of the United States duty on coal." The members from the West are said to favor a reciprocal arrangement; some of the Nova Scotia members are strongly opposed to the proposal, while others say that the duty on coal coming into Canada is of very little actual value to our producers. All the Ontario members are in favor of reciprocity in coal. Mr. W. C. Milner, Secretary of the Halifax Free Coal League, has written a letter to the Ottawa Journal, in which he strongly advocates the removal of the Canadian duty. He says that the Nova Scotia mines already ship some hundreds of thousands of tons of coal into the New England States, notwithstanding the duty of 67 cents a ton on round coal and he believes a much larger business can be built up. Even if the trade does not increase, he contends that the duty is equivalent to a profit well worth earning. He quotes from the evidence given before the Ways and Means Committee of Congress by Mr. E. H. McCullough, who represents very large coal interests in Pennsylvania and West Virginia. Mr. McCullough says that if the United States duty were removed, New England would import at least 16,000,000 tons of coal, instead of 600,000 as at present. He says that the United States coal producers would "lose east of Cape Cod and gain west of Montreal." In this connection it may be of interest to mention that Mr. McCullough said the Pennsylvania mine owners are satisfied with a profit of 15 cents a ton. Mr. Milner says that the only opposition before the committee to reciprocity in coal came from Wyoming, which fears that the superior grade from the Crow's Nest Pass would drive the local product from the market. There is no doubt whatever that the removal of the duty by both countries would vastly increase the output of coal in British Columbia, but not appreciably increase the import.

CONQUEST OF CANADA.

It has been suggested that the fortifications at Quebec would prevent a hostile cruiser from reaching Montreal. Possibly so; we do not know; but we do know that there is nothing to prevent an enemy's ship from capturing St. John and any one of half a dozen other places of importance on the Atlantic seaboard. As for the Pacific seaboard—well let us suppose a case. Let us take a leaf out of the Battle of Dorking or some other of the more recent invasion publications, and see how the conquest of Canada could be accomplished.

Germany, finding her population growing at a rate which necessitates the acquisition of a field overseas for the surplus, and feeling the need of the widest possible market for the sale of her manufactures, determines that her true policy lies in disrupting the British Empire. For this purpose she increases her fleet with the utmost haste, with the ostensible object of invading Britain. Meanwhile she has sent out to Samoa, New Guinea and other points in the Pacific a thousand men, apparently civilians, but really trained soldiers. She also despatches one of her out-of-date cruisers of large size upon a peaceful cruise in Pacific waters. On a date agreed upon the cruiser picks up the men and sets sail for Vancouver Island. Meanwhile a German tramp steamer has received her orders and she comes into the Royal Roads, and shortly after steams up to Ladysmith for coal. A few days later the cruiser arrives off Barkley Sound, timing her visit to coincide with a declaration of war. A swift launch from the cruiser puts into Banfield under the pretence of getting an expected message. One has been sent, but it is of a perfectly innocuous character, its nature having been agreed upon beforehand. The commander of the launch at once takes action by seizing the telegraph office. The cruiser enters the Sound, steams up to Alberni and takes possession of the E. & N. Railway there. With such cars as are available, the soldiers landed from the cruiser are rushed to Victoria with all possible speed, and there being only a handful of men at Work Point and Esquimalt, those places are taken after a gallant but futile resistance, and Vancouver Island passes into the hands of the enemy. Meanwhile the remainder of the soldiers as well as a part of those who have taken possession of Victoria and Esquimalt are hurried to Ladysmith, where they are embarked upon the tramp steamer and rushed over to Vancouver, which city is necessarily at their mercy. The cruiser goes north to Prince Rupert, which being absolutely undefended can make no resistance whatever. Thus in seventy-two hours after the declaration of war Germany is in undisputed possession of the western frontier of Canada.

While those events have been transpiring the British Navy is massing in home waters to repel an invasion. Seemingly every preparation for invasion is made, but no direct attempt is made. Just before the declaration of war, a German cruiser of a discarded type and filled with soldiers, has stolen up along the shore of Denmark and when clear of the British Isles sails directly across the Atlantic for St. John, where she lands a force, which occupies that city. In anticipation of this step a large number of German drilled men have been sent out to the coast cities of the United States, and they forthwith embark for St. John. As they go apparently of their own accord, the United States government is unable to stop them. The enemy now is in possession of both ends of the Canadian Pacific, and a rapid advance to Moncton places him in control of the eastern terminus of the National Transcontinental Railway and Intercolonial. The capture of the Maritime provinces is comparatively an easy matter, because there are no adequate means of defence. Mere valor would be insufficient to protect the country against a force armed with the latest and best appliances for warfare. A week or less would suffice for the taking of the Maritime Provinces.

At this stage the United States takes alarm. The occupation of Canada by Germany can not be tolerated at Washington, and troops are despatched to Montreal, Winnipeg and Calgary to prevent the Germans from extending their occupation beyond the coast provinces. While these things are transpiring the Canadian people are helpless. Probably the very interesting people, who think we ought not to spend money upon the defence of the country pass some very strong resolutions; but Canada is lost to the British Empire. Germany would never invade Britain nor attempt to do so, but an arrangement would then be made with the United States for the participation of the Dominion, to which the British government could not very well object, seeing that we are either unable or unwilling to protect ourselves.

STANDING ROOM ONLY.

According to Sir E. Ray Lankester, it is necessary to hang out the sign S.R.O. somewhere on the face of Mother Earth, for he says that the world is practically full. He is speaking of the brute creation, that is of those animals which in our superior wisdom we see fit to regard as lower creatures. He points out that these do not increase. Some of them bring forth young by hundreds in the course of a lifetime, but in the end only one pair survives for every pair that lived in the previous generation. With mankind the case is different. "Be fruitful and multiply," was Nature's command to men; but so far as the brute creation goes, while the fruitfulness is present, the multiplication is not. Mankind has managed to struggle against the law of the survival of the fittest, and goes on from generation to generation increasing in numbers, if not in fitness. Of recent years the birth rate seems to have been falling in most countries, but it might fall more rapidly still, and yet the population would increase. At the beginning of the Nineteenth Century the aggregate population of Russia, Germany, France, Great Britain and the United States was 107,000,000; now it is 313,000,000. The greatest increase was in the United States and was 70,000,000; next came Russia with 67,000,000; next Germany with 32,000,000; next Great Britain with 25,000,000, and next France with 12,000,000. These are astonishing figures, and they show that the white race must shortly have more room. Incidentally it shows what a source of supply Canada has to draw upon for a white population.

In this connection it may be mentioned that according to calculations made in the Science Year Book for 1908, Greater London will have a population of full seven and a half millions in 1910, and well above eight and a half millions in 1920. This is a stupendous prospect, and one that may well cause sociologists to ponder over what can be done to maintain such a vast urban population.

The death rate in civilized countries is steadily decreasing. In Great Britain it is about 15 to the 1000, and in London itself about 16 to the 1000. In Bombay it is 79 to the 1000. In some of the larger Indian cities infant mortality approaches fifty per cent. of the children born, and in the great cities of China it is said to be even greater. In Europe the lowest birth rate is in France; the highest is in Servia and Roumania. The lowest death rates are in Sweden and Norway; the highest are in Russia and Spain. In Great Britain about half a million babies are born every year in excess of the number of people of all ages who die. In Japan the excess of the birth rate over the death rate is nearly a million a year. As the population of the two countries is substantially the same, Japan is outdistancing Britain in the race for numbers. In British Columbia the death rate appears to be about 10 to the 1000, and the birth rate about 15. The death rate is therefore exceptionally low, and the birth rate is not high. The latter may be in part accounted for by the fact that the number of unmarried people in the province is probably higher than the average.

AN IMPERIAL NAVY.

The necessity for the establishment of colonial naval contingents is being recognized as never before. It seems a very remarkable thing that such a necessity should be felt in these days, when we are supposed to have substituted arbitration for war in almost every conceivable dispute that is likely to arise; but the fact remains that the demand for naval protection is greater now than it was in the days when force was regarded as the only possible solution of international disputes, instead of being, as we all now like to think, only the last resort. We find it difficult to convince ourselves that Canada has done anything like her duty in this regard. It seems to be taken for granted that a direct contribution in money to the maintenance of the Royal Navy cannot be considered as within the realm of probability. We insist that we must control the expenditure of our own money, and cannot entertain the suggestion of anything, which may have the appearance of tribute to the British government. We suppose this idea is well founded; but whether it is or not, both sides of politics in Canada are committed to it, and to attempt to persuade a majority of the people to the contrary view would be hopeless. We think it may be taken for granted that Canada will not contribute to the maintenance of the Royal navy as it is at present constituted.

But this does not dispose of the question. It leaves wholly untouched the real issue, which may be thus stated: Do the people of Canada think that they will ever need naval protection, and if they do think so, is it not their duty to provide for it as far as their means will permit? The stage has not been reached when it is necessary to ask if Canada is prepared to contribute to maintain a navy to assist Britain in any other part of the world in any war which she may have with a foreign power. It would be folly to talk of that, when we know that if the Mother Country should be engaged in such a war the unprotected coasts of the Dominion would be a source of weakness. Let it be supposed that war should break out between the United Kingdom and any European power or combination of powers able to bring a formidable navy into action. It is evident that in such an event the Royal Navy's first duty would be to protect the shores of the United Kingdom. Vessels would have to be massed in home waters in sufficient numbers to make invasion impossible. The enemy would know this and would doubtless detach ships from its fleet to strike at Britain elsewhere, partly with the view of breaking up the Empire, and partly with the view of drawing off some of the fleet from home waters. What would happen in such a case if an enemy's ship should sail, for example, up the St. Lawrence? A few days' rapid steaming would enable a light cruiser to reach Montreal, and the result need not be suggested, for any one can imagine it for himself. What would we do about it? There is only one thing that we could do under existing circumstances, and that is invoke the Monroe Doctrine. The United States would come to our protection, but what would be the conditions? If Britain could not protect us, and we would not protect ourselves, the United States would very properly say that we should contribute our share to the protection of North America from European invasion, and that we could have our choice between doing that in the form of a tribute to the government of that country for the purpose of naval defence, or by joining the republic, and thus taking upon ourselves the share of defence, which we are not now willing to bear as a part of the British Empire. We confess to being unable to understand the passivity of the Dominion government in this matter. The United Kingdom is at fever heat over naval defence, but we are absolutely indifferent in Canada, and yet the circumstances, which would render it necessary to the safety of Britain to have a powerful fleet, would be the very circumstances which would render it necessary for Canada to be prepared to protect herself or else be ready to forfeit her existence as a part of the Empire.

THE WATER WORKS LAW

In fairness to the City Council and the members of the legislature it ought to be said that the Mayor offered the representatives of the Esquimalt Water Works Company to increase the interest rate from six to seven per cent. if they would not raise any question of order, but the offer was declined. This would have made a difference of about $75,000 to the company. In regard to the omission of a time limit in the law, this was not asked for until the Bill was up for third reading, when Mr. Thomson, who had it in charge had no other course open to him but to urge the passage of the measure as it stood. A request for a time limit would not have been unreasonable. Those persons, who think the city ought to acquire the Esquimalt Water Works, would have preferred a time limit in order to hasten action on the part of the city. Those who do not wish the city to acquire that property would have seen in a time limit a means of preventing such a consummation. But it was unreasonable to expect Mr. Thomson, who in the matter was representing the city authorities, to consent to the insertion in the measure of something which the city authorities had not agreed to, and the other city members were in just the same position. Considerable stress is laid upon the fact that the Lord Mayor of London is interested in the Esquimalt company. We are told that he holds certain shares of the company in trust. But we really do not see what difference that makes. If the law is a just one, it does not make any difference who are the shareholders, and if it is unjust it would be no less so, if all the shareholders lived right here in Victoria, as we believe most of them do. We are inclined to think that even the Lord Mayor of London if he ever knows the facts of the case, will think the transaction quite defensible in view of the legal questions involved.

THE U. S. TARIFF.

The proposed changes in the United States tariff may be very far-reaching. What a great country like the neighboring republic does in connection with foreign commerce must of necessity be of vast importance to the whole world. The doctrine of high protection did not originate in Washington, but its adoption by Congress has profoundly influenced the commerce and policy of nearly every other nation. Any departure, which may be made from that system, will affect commercial interests everywhere to a greater or less extent. When the policy of high protection was adopted, the United States had a population less than half what it now has, and the people were not nearly as great consumers of commodities as they are at present and they were nothing like as extensive producers. The relative importance of the United States, commercially is very much greater than it was forty years ago. Hence any material alteration in the fiscal policy of that country must have an influence of the most vital character.

We had a telegram yesterday morning which said that the United Kingdom and France would be the first to receive the advantage of the minimum tariff provided for in the measure now before Congress. Without the text of the proposed legislation before us, it would be useless to say anything more than that it may have an important bearing upon the fiscal policy of the United Kingdom. It is likely to introduce a new factor into the tariff reform movement in that country. We mentioned yesterday that it might have some bearing upon the British preference now in force in Canada. If it shall appear that Canada will not have the benefit of the minimum tariff because of that preference, and if a desire to have advantage of that tariff will prevent the United Kingdom from adopting a policy of inter-Imperial preference, it will be necessary for a great many people to recast their ideas as to the real basis of the Imperial fabric. Until the measure has become law, or at least until the full text of it is available any further discussion would be too indefinite to be of any value.

HECATE STRAIT.

The Post-Intelligencer, of Seattle, discusses the Hecate Strait question in a dispassionate way, but naturally inclines to that view of the case which would give United States citizens free access to it. It thinks, if the Canadian contention is upheld, the principle involved in it "would close to free commerce and fisheries some of the most extensive waters of the Globe." Our contemporary cites the case of the "Belts," which are the channels between the islands of the Danish archipelago. It says that Denmark claimed exclusive jurisdiction over these channels, but the claim was resisted by the United States and subsequently abandoned. The Great Belt is 70 miles long and from 8 to 20 miles wide. The Little Belt is about 50 miles long and varies in breadth from a mile to 20 miles. It is very little used for navigation. The other is not much used because of its cross tides and sandbanks, vessels entering the Baltic preferring the Sound, which lies between one of the Danish islands and the Swedish shore. We are not familiar with the history of the incident to which the Seattle paper refers, but see a wide distinction between the case of The Belts and that of Hecate Strait, for they afford the only entrance to the Baltic, and are not closed at either end by the territorial waters of Denmark, whereas Hecate Strait is closed at the north by the territorial waters of Canada, or more strictly speaking by waters which the United States is bound by the Treaty of 1825 to recognize as territorial.

No question has ever been raised as to the territorial jurisdiction of the United Kingdom over the Minch and the Little Minch, which form the channel between Scotland and the Outer Hebrides, although this channel varies from 20 to 60 miles in width; nor as to St. George's channel, the Irish Sea and North Channel, which separate Ireland from England, although the width of these waters reaches 150 miles. Neither has any question been raised as to the territorial jurisdiction of the United States over the waters which separate the islands of the Alaskan Archipelago, although they reach 50 miles in width in one place and in many places are not much less. If Hecate Strait is non-territorial, Clarence Strait, Chatham Sound, Frederick Sound and other Alaskan waterways must also be non-territorial. The case of Behring Sea is in no way parallel to that of Hecate Strait, for it is not enclosed in any sense by United States territory.

The Nova Scotia coal mine owners are up in arms at the suggestion that Canada shall take the duty off coal so as to secure free admission of their product into the United States market. The Manager of the Dominion Coal company, and the Montreal agent of the Nova Scotia Coal and Steel company agree that the admission of coal duty free would mean the ruin of the coal mining industry in Canada. The former says that the only place where Canada could market coal in the United States would be New England, where it would be possible to build up only a very small trade. As is very often the case in the discussion of trade matters, our eastern people forget that Canada has a West, and a West that can produce coal in unlimited quantities, and that there can be built up for it a very large market in the United States. We present the views of some well-informed people on this subject this morning, from which it appears that it would certainly be a great advantage to those who ship coal from British Columbia to the United States. We shall look into the matter a little further.

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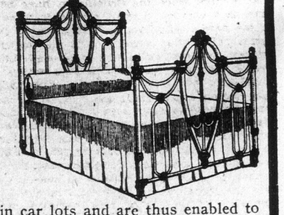

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