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The European Ferment

(Continued from page 9)

influence in the east. Dividing Bulgaria from Eastern Roumelia was condemned, but time has since brought about a reunion. There was also a cry that Russia had won back all she lost by the Crimean War and in a certain sense this was true. Greece was disappointed in not getting some territory, but subsequently her dreams came true. Nevertheless, when Lord Beaconsfield returned to London to coin his great phrase, that he had brought back "Peace, with Honour," he was received as a conquering hero. He was accorded a welcome such as has come to only two or three Englishmen of modern times.

Thus was made the Treaty of Berlin, which established or confirmed the "Concert of the Powers." It is as if all Europe were in one large Federation, with the Treaty of Berlin and general international law as a sort of constitution, and with the governments of each country combined into one ruling power. Nevertheless, the Federation of Europe seems almost as far away at the present moment as at any time during this thirty-year period. Austria and Bulgaria seem to have cast international good faith to the winds to satisfy ambitions which are inopportune. Had they waited until the Young Turk party had brought the Sultan's government into a more organised and constitutional state, their hasty actions might not have seemed so purely selfish and predatory. Their action may mean the tearing up of the Treaty of Berlin.

What Canadian Editors Think

HAVE PEDESTRIANS RIGHTS?
(Ottawa Journal.)

AS cities grow the rights of the footfarer in the city streets are clipped. In theory the pedestrian has first right in the highway. In practice he has no right that he is not able to guard by eternal vigilance and a strenuous agility. The traditions of the king's highway continue to be fairly well observed in Great Britain. There is at least an organised attempt by the authorities to restrain the scorching chauffeur and cyclist, and the hard-driving horseman. On this continent the attempt at restraint is not so well organised nor does it result in so good a measure of protection to the foot passenger as is afforded in the Old Country. Toronto, for instance, seems to be suffering under a peculiar curse in her own highways. Month in and month out her people are ground to death by the locomotive, the trolley car, the automobile or the bicycle, and there is a growingly insistent demand for the better enforcement of the laws of the road and if necessary the stiffening up of the laws. Persons of more or less advanced years, of defective vision, hearing or powers of locomotion find it impossible to get about the streets in the middle of the city with comfort and exceedingly difficult to get about with any confidence in their own safety.

It is all wrong. The law which gives the pedestrian first right in the streets should be enforced. No strain should be put upon that modern interpretation of the law which demands that the pedestrian shall exercise a ceaseless vigilance in the thoroughfares. The law and the by-law should be rigidly enforced by the police. If the statute law and the local law are not sufficient to provide

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