

Canada's Interest in Newfoundland.

Mr. Morine, one of the more distinguished public men of Newfoundland, has left the Island to try his fortune in Canada. While in Toronto he had some things to say for publication that are worth more than a passing thought or mere mention. He has for many years been favorable to the absorption of Newfoundland by the Dominion, which cannot, in his opinion, be regarded as properly rounded out until it acquires both the Island and the long stretch of Labrador coast line that is under the jurisdiction of the Province. His opinion, that this jurisdiction is limited to the shore, and does not include any part of the interior, is interesting if it is correct, for eventually the peninsula of Labrador will certainly be a much more important part of the continent than it has hitherto been. It has at least one good fog-free harbor, which, through the convergence of the meridian lines, might become the terminal of a comparatively short railway across the northern part of this continent.

Until a short time ago the annexation of Newfoundland was not so desirable as might have been supposed by one who knew nothing about, or omitted consideration of, the "French shore" question. The difficulty and danger involved in that age-long dispute have been so much lessened by the French alliance that the controversy is not likely to ever again become acute, and now the matter is much more than it formerly was one of a business agreement between the Dominion and the Province under the sanction of Imperial authority. Mr. Morine's attitude on this aspect of the subject is admirable. Personally favorable, as a Newfoundland, to union with Canada, he was averse to bringing any pressure to bear on his Province to constrain his fellow-countrymen to adopt a course repugnant to their feelings, however advantageous to their interests. That should be the attitude of Canadians, who cannot show too much respect for the views, and even the prejudices of the people. The strongest obstacle to the change of status is the sentimental one, and it is likely to be the most persistent.

One way of lessening its force is to promote more frequent intercourse between Canada and Newfoundland. Between the Intercolonial terminus on Cape Breton and the western terminus of the Newfoundland railway is only a few hours' sail on a comfortable steamer, and for years there has been across the Gulf an excellent ferry-service. Canadians off for a pleasure tour cannot do better than pay the Island a prolonged visit, make the acquaintance of its people, and see for themselves how much there is in of intrinsic interest, apart altogether from any question of political annexation. The trade of Newfoundland, both outward and inward, is so considerable as to be worth cultivating, and Canada should be able in this direction to compete successfully with the United States. As to financial terms, the Dominion can now afford to be liberal, not to say generous, and the people of Newfoundland can afford to discuss this aspect of the matter without displeasure. After all the two countries are under one flag, one law, one institutional environment, one language, and common religious traditions. There is not much else to include, except financial considerations, that is worthy of being enumerated.—Toronto Globe.

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Forest Protection.

Canadians are prone to imagine that in the affairs of government they have not much to learn from the United States, but they must always keep in mind that while the people of the great republic are slow to become stirred up to any evil, once they do become aroused they give as good an example of government as can be found on the face of the earth.

Particularly is it thought by Canadians that they have little to learn in forest management from the United States, but here, too, while the forest policy of most of the States was shortsighted and wasteful, now that a Federal Bureau of Forestry has been established it is setting a commendable example in many respects. The Federal forest reserves of the United States are constantly being extended. In 1904 they comprised not quite sixty million acres, and of this in that year nearly 400,000 acres in round figures suffered from fire. In 1905 the reserves had increased to over ninety million acres, while the area burned over in the year fell to less than half of the year before, in fact to about 150,000 acres. This did not happen by accident, but was largely due to the establishment of the fire protection service under Mr. Gifford Pinchot, chief of the Department of Forestry, whose speech to the Canadian Club last winter showed what a grasp he had of the whole subject.

The staff of the fire fighters is a complete one, ranging from the ranks up as follows: Forest guards, assistant forest rangers, deputy supervisors and supervisors. All except the forest guard are civil servants, and their salaries range from \$720 to \$2,500 per year. They are all under the direct control of the chief at Washington. A constant lookout for fires is kept from ridge trails and commanding points during the danger season, and the reserves are patrolled as efficiently as possible with the force available. Roads, trails, and fire lines are constructed, affording means of rapid communication and points of vantage at which to arrest the progress of a fire, and telephone lines are being run to help give warning and summon assistance.

The States officers and the lumber companies are co-operating in this work, with the result as before seen that the fires last year were not one-fourth as damaging as those of the preceding year. Ontario has a forest fire ranging service, but the completeness of this organization in the United States shows that the Canadian public must be educated up to the idea of even more extensive and more efficient protection of one of our greatest national assets.—Toronto News.

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A Blow for the Scott Act in York County.

At the semi-annual session of the York County Council last week there was a sharp discussion over Scott Act matters and a resolution was carried on a close vote limiting the scope of Inspector Colter's power. Rev. Mr. Colter who has been a very energetic temperance worker, was appointed Scott Act inspector in January last at a salary of \$500 with the understanding that he defray his own expenses. The temperance element of the council took the ground that expenses did not include counsel fees, while others took a contrary view. The result was an animated debate which resulted in defeat for Colter's supporters.

The council, by a vote of fifteen to eleven decided to pay six months salary due the inspector but declined to pay his counsel fees. Mr. Colter was permitted to address the

council and reported that he had collected \$250 fines and had \$150 outstanding. He submitted an account from J. D. Phinney for counsel fees amounting to \$175, for which he is personally responsible and will have to pay out of his salary. He claimed that he had accepted the position with the understanding that he was to pay only traveling expenses out of his salary and if the council did not support him in this he could not continue his efforts to enforce the Scott Act.

As a result of the council's action Coun. Grosvenor, of Meductic, resigned as a member of the Scott Act committee on the ground that the committee was without power and was nothing but a miserable farce.

Breed For the Market.

The commercial horse was never in broader demand or sold for higher average prices than at the present time. For more than half a decade the value of horses have steadily increased and their uses have broadened in the industrial world. More attention is being given to the breeding industry, and farmers are more uniformly striving to raise some specific market class.

Modern commercial and industrial expansion has practically revolutionized the market classes of horses. Formerly the farmer bred specifically for his own use, and the surplus was consigned to market to be sold at any price that a buyer might fancy to offer. Today it is difficult to sell a horse that is not a member of some distinct commercial class, and the misfit offerings go at prices below the cost of production. The farmer no longer caters to his own ideals of equine perfection, but rather attempts to raise horses that realize the greatest profit over first cost.

Not only in the matter of class breeding is the horse industry assuming scientific development, but the matter of marketing is obtaining corresponding attention. The proper age and condition enter into the market value of the animal. A buyer who purchases for personal use cannot afford to spend the time to break, manner and condition his purchase for commercial or industrial use. The farmer raises feed to fatten horses cheaper than the puyer can purchase it in the open market. The breeder can also break and manner his horses at less expense than the dealer who has to employ professional help. A thin horse of any class will sell \$25 to \$50 below the price it would command if in good condition. Many horses that are sold in good flesh, when tested prove green workers, and are resold at a large discount over the first selling price. If the farmer expects to get full value for the horses he raises he needs to have them in good condition and well harness-broken when offered in the market for sale.

How Large is Canada?

Canada is larger than the United States by 250,000 square miles. Canada contains one-third of area of British Empire. Canada extends over 20 degrees of latitude—from Rome to North Pole. Canada is as large as 30 United Kingdoms. Canada is as large as 18 Germanys, 20 Spains, 31 Italys. Canada is larger than Australasia and twice the size of British India. Canada has a boundary line of 3,000 miles between the U. S. Canada's sea coast equals half the earth's circumference. Canada is 3,500 miles wide and 1,400 miles from south to north. "Out of a job, eh?" "Yeh. De boss said he was losin' money on de t'ings I was makin'?" "Mistakes."—Philadelphia Press.

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