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Municipal Ownership. Municipal ownership of public utilities, such as street railways, have been for sometime attracting the attention of the people of Ontario and also of the United States. Opinions differ very widely as to the practical benefits and results of such a system. In some cities municipal ownership has been a success, in others not. One necessity of such a system is that the city council be composed of honest and public spirited men. So long as citizens are careless and indifferent as to what kind of men compose their council, municipal ownership can never be a success. Again, it is only so far as a municipality is actuated by the unity of aim that dominates a private enterprise, that it can successfully engage in providing public services. With an indifferent and floating population, having purely individual aims, lacking a homogeneous spirit, and void of local pride or public responsibility, it would be foolishly tempting fate to entrust extensive administrative duties to an elected council. On the other hand, a town or city with strong local pride, active public spirit, and a high standard of political morality, can operate public services to the great benefit of the people and of the public treasury. Chicago has succeeded in obtaining authority to own, operate, and lease street railways within its limits. As the leases of the present companies are about to expire, this power is likely to be soon put to a practical test.

Massacre of Jews in Russia. The recent massacre of Jews at Kischeneff, the capital of the province of Bessarabia, in the southwest of Russia between Russia and the Roumanian frontier, is, according to the despatches, one of the most horrible and brutal in the history of the world. It is difficult for us to realize how people, who claim to be civilized, can commit such outrages. The immediate cause of the massacre was the report of ritual murders, that is, to the ignorant superstition that the Jews kidnap children for sacrifice. However the persecution of the Jews in Russia is not religious so much as racial. The Jew is hated by the Russian peasant because of his economic superiority. It is reported, that during the three days' riots at Kischeneff, 48 Jews were killed outright, 80 have since died, and upwards of 1,600 were injured. Perhaps the worst feature of the affair is, that the authorities refused to take action in preventing the massacre, or in protecting the victims of the outrage. Indeed, it is said, that although the number of the murderers did not exceed 300, that 5,000 soldiers and 300 police in the city calmly looked on and did not make the slightest attempt to end the atrocities. The Governor of the province, although appealed to for aid, refused to act. Protests against the massacre are being sent to Russia from the leading cities of Canada and of the United States. The only hope of the Jews is to emigrate, and as there are 5,000,000 of them in Russia and most of the other countries are shut against them, the problem is a serious one.

Chamberlain on Colonial Preference. The greatest speech by the greatest man in the British Empire was made by Colonial Secretary Chamberlain to his constituents at Birmingham, England, May 15. He declared, that on the imperial policy of the next few years depended whether the British Empire should stand together as one free nation against the world; or should fall into separate states, selfishly seeking their own interests and losing the advantages which union alone would give. In regard to Great Britain's free trade policy, Mr. Chamberlain advocated preferential tariffs between the colonies and the United Kingdom. Can-

ada had offered exceptional advantages, which Great Britain had not dared to accept, because of the artificial and narrow interpretation of free trade, and the policy of interference and dictation by foreign nations. He cited Germany's action of discriminating against Canada because of granting a preference to Great Britain, and spoke of the present humiliating position of the mother country, who, because of her fiscal policy, could not retaliate against foreign powers or protect her colonies. He said, there are two alternatives: first, to maintain the free trade policy in all its severity, although repudiated by every other nation and by the colonies; second, to insist that we be not bound by any purely technical definition of free trade. While Great Britain seeks the freest interchange of commerce between ourselves and all nations of the world, we will, nevertheless, recover our freedom, resume the power of negotiation, and, if necessary, of retaliation. Continuing, Mr. Chamberlain said, the empire can only be maintained by relations of interest as well as of sentiment. The speech of Mr. Chamberlain opens up a new policy for the British people, and although the Colonial Secretary may be obliged to advocate this policy in opposition for a time, there seems little doubt, but that the principle will be accepted within the next ten years, and there shall be one great and united British Empire bound together by mutual interests and sympathies.

Automobiles. Although automobiles have as yet only succeeded in being a curiosity in the cities of the Maritime Provinces, they have made great progress in many of the cities of the United States. These vehicles are now extensively used in all the large cities for pleasure. It is announced, that automobiles will be introduced in the city of Detroit during the coming season, with the expectation that they will compete with the railways and do it advantageously. The managers of the St. Louis Exposition expect to solve the problem of transit by a similar experiment. The vehicles to be used on the streets of Detroit are intended to be double-deckers, carrying forty passengers, those for St. Louis will carry twenty or more. Many believe that in the automobile, we have the beginning of a great revolution in social affairs. It has the immense advantage of speed, of being able to travel any road, and of reaching private residences. It is believed by those cities which propose to place the auto vehicle in competition with the trolley, that transit can be made cheaper as well as more complete. In London, an excellent motor omnibus has just made its appearance. Some go so far as to prophesy the entire banishment of the horse from city streets. So accustomed are we to calling ours the steam age, that we are not easily familiarized to the thought of a time when rail tracks on our streets will be a thing of the past.

Strike Legislation. In view of the prevalence of strikes at the present day, it is interesting to note how other countries are dealing with this problem. Victoria, the smallest of the Australian states, but with a population of 1,209,000 has been suffering from a serious strike among the Government employees on the railways. The bill now before the Victorian Parliament is most drastic, but is only to remain in force while the strike lasts. By this bill, an employee leaving his employment without four days' notice shall be deemed to have joined the strike and will incur a fine of \$500, or a year's imprisonment, and is ineligible in the future for Government employ. The bill forbids interference with employees, the collection of strike funds or encouraging the strike in any manner. The bill

further declares meetings to be unlawful if four strikers are present. Although Victoria has not a compulsory arbitration act, as New Zealand, the labor party is very strong and much legislation has been passed at its behest. Thus, the Factory Acts empower the Government to appoint a board of from four to ten persons, composed of an equal number of employers and work people, with an independent chairman, to determine the lowest wage in any trade or business. In New Zealand, they have gone still further and appointed a compulsory arbitration board and all industrial matters, except indictable offences, must be settled by it. Holland, as already stated, put an end to its strike by drastic legislation.

The South African Loan. A hundred and fifteen thousand four hundred applications were received at the Bank of England for the new Transvaal loan of \$175,000,000, and these applications called for \$5,870,000,000, or more than thirty-three times the amount of the issue. The loan is a three per cent one, is guaranteed by the British Exchequer and is sold at par. Of this loan, \$65,000,000 will be used to purchase the railways, and 25,000,000 for improvements needed on the roads, while the remainder of it will be devoted to land settlement and public works. An intercolonial council will be formed to be composed of delegates from both colonies, whose duty will be to look after the railways, constabulary, and other things. This loan yields a higher rate of interest than either of the consols loans of 1901 and 1902. Some people are claiming that Britain's credit is on the wane, because in 1899, before the war broke out, consols were selling at 113, now they are selling around 93, a drop of twenty points. But a country, which at the present day can place a \$175,000,000 loan at three per cent, and have it applied for thirty-three times over by genuine investors, has no reason to bewail its credit. The majority of the Canadian loans are four per cent, although we floated a 2½ per cent loan for \$2,000,000 in 1897 at 91, which returns 2.86 per cent. It will be interesting to see at what price we can float the new loans for the ones now maturing.

The Balkan Disturbances. The troubles in the Balkan States are little improved. Great Britain's attitude in the crisis is one of passive indifference. She is not bound by any treaty to interfere on behalf of Bulgaria, although chiefly responsible for bringing that state into existence. She is however pledged to maintain the integrity of the Ottoman Empire. In the district of Djumaa, on the bank of the River Struma, there has been fighting between Turkish troops and Bulgarian revolutionists for four days. The number of Turks engaged were 2,000. The insurgents lost 16 killed and wounded besides prisoners. On April 30, two bands of men attacked the Ottoman Bank at Salonica and utterly destroyed it. At the same time a number of men drove through the principal streets of the city throwing bombs into the cafes. The report of the number of slain in these riots vary from 50 to 100. It is most difficult to obtain authentic news from the disturbed districts. The situation is evidently fraught with danger.

— Some one has well and pithily said, "Every Indian, every Chinaman, every South Sea Islander has as good a right to the gospel as any one else; and as a Chinaman once said to Robert Stewart, we break the eighth commandment if we do not take it to him." And yet there are men who hold up their hands with holy horror and who even wax indignant if they are told that they are law-breakers. It is passing strange how blind some people are to the claims of others upon their time and strength and money.