

CURRENT COMMENT

Great Britain has formally asked this to include in the programme of the League Conference the discussion of the question of the limitation of armaments. The very proposal of such a thing is a gain for peace. Once made the subject of discussion at such a conference, it will not down.

Canada's new act for the prevention of strikes and lockouts may soon be tested. And the public will hope that it may prove efficacious. There should be no room for strike or lockout troubles on railways or in coal mines in this country.

In Utah the State Senate has passed a bill to make the playing of bridge whist for money or valuable prizes a crime. It would be a sad thing if this fashionable diversion of the mansions were placed on a par with the fashionable diversion of the alleyways. Bridge whist and crap! Gracious!

Now, here comes the London Lancet with a pronouncement, subscribed to by sixteen leading British physicians, that disease alcohol is a rapid and trust-worthy restorative, while as an article of diet, in moderation, for adults, it is beneficial. We'll have to set the Phillips after those physicians.

Grover Cleveland, ex-President of the United States, was seventy years old on the 18th of this month. Until the Venezuela incident he was a prime favorite with the British. Now he is never mentioned. As a political force in his own country, he may be declared to be out of it.

Dr. Torrey claims three thousand converts as the result of his one month's revival campaign in Buffalo. In this connection it would be interesting to know how many of his Toronto converts are still true to their professions and leading the simple life.

There is danger of the discontinuance of the medical inspection of the Mount real public schools, begun three months ago, owing to the lack of funds. But Montreal could better afford to drop something else than this medical inspection. The mortality among the young there, especially in the summer season, is frightful. It is always heavy. The schools are great propagators and disseminators of disease, and anything that can remedy this state of affairs should not be cost aside because of cost. The witness says that it is morally certain that already the inspection has been a means of preventing the spread of infectious disease.

Buffalo's Health Commissioner has issued an order prohibiting the embalming of bodies before the arrival of a physician to determine as to the cause of death. The undertakers have protested, but the Commissioner is obstinate. He says:

"When they embalm such bodies, they destroy evidence before the Medical Examiner gets there in cases of poison or death that might have mystery attached to them. Embalming is only a cosmetic, not a preservative. Years ago they used to let a body rot and everything was all right. Up to ten years ago they had a cooling board, and people who wanted to throw away \$70, only had bodies embalmed. I have dissected bodies in July and August, and three vessels or more were found in a dwelling house, and not half as much as is to be found in butcher shops. The law gives unclaimed bodies to the medical colleges."

"No powerful nation ever treated a vanquished foe after a hardy contested and costly war, more generously and magnanimously than the British government has treated the Boers of the Transvaal and South Orange states," declares the Buffalo Commercial. Premier Botha evidently is of the same opinion, for he said recently that "Loyalty to the great empire, of which we are now a self-governing part, is dictated to us, not only by honor and interest, but by gratitude. Is it possible for Boers ever to forget such generosity? For this generosity and the boon of self-government, the Boers are indebted to the Government of Campbell-Bannerman, which, in direct opposition to the wishes of the Tory party, granted them a constitution. May they never have reason to regret the confidence reposed in them by the great Liberal party."

Mr. E. H. Harriman looks for great things in railway expansion in the near future. He told the Washington politicians the other day some things to impress them with the coming revolution in railway building and equipment. Said he:

The railroads will have to be rebuilt with much heavier rails, and with a gauge of six feet eight and a half inches. This change will come within the next ten years, and the roads of 1917 will be as much in advance of the roads of 1907, as the roads of today are an improvement over the roads in 1897. Either locomotives of such size that nobody now can imagine them, or electric engines will have to be provided. I think in time the latter will be more feasible. The locomotive with the present gauge of tracks, has reached its capacity. The freight car of the present will have to give way to an all-steel freight car which will be two feet wider, two feet higher and several feet longer.

TREE CROPS.

IN ESTIMATING COST, LONG TIME TO BE CONSIDERED.

A very important distinction between a crop of trees and a crop of grain or other farm produce lies in the length of time it takes to produce each of them.

A farmer, for instance, sows the grain in the spring of the year. It sprouts, goes through the different stages in the blade and the head, and ripens, all in a few months, and in the late summer is harvested. The raising of a timber crop is a different matter entirely. The tree rarely, if ever, is fit to cut (for sawtimber, at least) before it is forty or fifty years old.

Even if the annual crops (i.e., the amount of grain harvested and the annual amount of wood put on the trees) are equal in value, yet the advantage remains with the grain crops. Let us suppose we have an acre of trees which must grow fifty years to reach their best at which they can be marketed, and are worth \$500, and that we have beside this an acre of land on which annual crops of grain are grown. Five hundred dollars, divided into fifty, gives us ten dollars as the value of the annual growth of the trees. Let us suppose also that the net value of the grain grown on the other acre is also ten dollars, for purposes of comparison.

Now compare the harvests. On the wood-lot the wood is allowed to grow undisturbed for the fifty years, and then when cut off, brings five hundred dollars. Or the grain acre, on the other hand, a crop worth ten dollars is taken at the end of the first year—forty-nine years before any crop whatever is taken off the wood lot.

Suppose this ten dollars is put away in the bank for the next forty-nine years. Again, at the end of the second year (i.e., two years from the time the tree seeds are sown) we get another ten dollars from the grain acre. Suppose this, too, is put in the bank—this time for forty-eight years, of course. And suppose further, that this is done with each ten dollars received for the grain during all the years following until the wood lot is cut.

If these yearly deposits of ten dollars are left untouched, we shall, at the end of fifty years, have the following amounts, according to the rates of interest:

With interest at 2 per cent, per annum	\$2,093.48
With interest at 4 per cent, per annum	1,526.66
With interest at 3 per cent, per annum	1,127.95
With interest at 5 per cent, per annum	845.90

A calculation such as the above gives very good reason why land, if fertile enough to produce agricultural crops, should be devoted to those crops rather than to forest. Trees will grow satisfactorily on land that is altogether too poor for agricultural crops, and all that the advocates of re-forestation ask is that the land which is too poor for agricultural crops shall be permanently devoted to forest. When that is done, there will be sufficient forest to provide employment for a large number of foresters.

YOUR SUMMER OUTING
If you are fond of fishing, canoeing, camping or the study of wild animals look up the Mountain National Park Ontario for your summer outing. A fish and game preserve of 2,000,000 acres interspersed with 1,500 lakes and rivers awaiting you, offering all the attractions that Nature can bestow. Magnificent canoe trips. Altitude 2,000 feet above sea level. Pure and exhilarating atmosphere. Just the place for a young man to put in his summer holidays. An interesting and profusely illustrated descriptive publication tells you all about it sent free on application to A. D. McDonald, Union Station, Toronto, Ont.

BOILING IS OF NO AVAIL.
Water Must be Heated Under Pressure to be Thoroughly Sterilized.
The man who wishes to be well and to keep well is in hard straits these days. The jungles between science and medicine put him, if both parties will consent to see no special application in the phrase, between the devil and the deep sea.

If there were some fixed standard; if some science laid down its dictum it were always sure to be the true word and the last word; if medicine could prove as well as affirm it would be all right. The ordinary man would then simply follow directions. But what, in the name of common sense, is he to do when the doctors disagree and the scientists are at loggerheads?

What was our meal yesterday is our poison today, and heaven only knows what it will be to-morrow. Things in sanitary become sanitary when a doctor dips his pen in ink or a scientist taps his keys of his typewriter. Food values come and go from our favorite dishes, the medicine that has marvellous curative properties a few short months ago loses them in a jiffy at the pronouncements of some great man. Everything is unstable, everything is shifting, everything is mystifying and, in a measure, disheartening.

Here, for example, is the case of water versus the public health. Judge Medicine, sitting on the bench in solitary state, handed down the decision that it was not enough to filter water; it is to abate impurities it held no; or less in solution; it must be boiled to destroy the noxious germs. Whereupon we all set about carrying out his mandate and a precious lot of trouble is had, as made, as every housewife will testify. Still, it was for our health, and so the work went cheerfully on.

Now comes a writer in Cosmos of Paris, an authority in science, who makes the startling assertion that boiling water does not completely sterilize it, as we have been fondly imagining. It simply makes it unpleasant to the taste, while many troubles of the stomach and intestines follow its use.

CUT SPEED OF FLYERS.

Recent Wrecks Spur Roads to Check Fast Trains.

(Chicago Chronicle.)
As a result of the wrecks which have occurred in all parts of the country a general reduction of speed in the passenger traffic of all the great trunk lines of the United States is under consideration, and the Chicago representative of the Harriman Pacific has urged the most radical reduction of the speed of the transcontinental system under the control of the wizard of Wall Street.

"The present speed of the transcontinental system is too fast," said Mr. Kruttschnitt, director of maintenance of the Union and Southern Pacific, yesterday characterized the excessive speed under which the trains are often run as dangerous in the extreme and said in regard to the completion of the fast-train system "in composition we are often forced to rush things simply because someone else does them."

This was the remark made by the official whom Commissioner Harris of the Interstate Commerce Commission recently characterized as "one of the very ablest railroad men of the country," and the man to whom the great traffic operations of the Harriman interests are entrusted in Chicago and the west and who is a specialist in the physical conditions of railroads, their speed capacities and the movement of the movement.

"We are going altogether too fast," said Mr. Kruttschnitt last night; "the roads are running too fast, and the speed required of some of the passenger trains involves great danger and the frequent making of schedule-breaking runs. There is a danger in handling the passenger trains under these conditions. The officials in general throughout the country are extremely prejudiced, and the great speed of these trains. I have always felt that the speed on our road is too high and that it is dangerous to be going so fast. A train is the safest sort of a thing under ordinary circumstances and proper speed. But under the conditions of being made to run at such times, and at such times, it is a matter of life and death. All of us are becoming so-called over the recent loss of life and it is a matter of life and death. I have always felt that the speed on our road is too high and that it is dangerous to be going so fast. 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