

advanced by Mr. R. L. Borden, leader of the Conservative Opposition, is that the Canadian Parliament place at the disposal of the Imperial authorities, without delay, a sum sufficient to purchase or construct two battle-ships or armored cruisers of the latest Dreadnought type, and that no permanent policy involving large future expenditures be entered upon until the same has been submitted to the Canadian people and received their approval. The cost of making the direct contribution called for by Mr. Borden would be anywhere from twenty-five to thirty million dollars. A still further proposal has been put forward, this by Mr. Monk, leader of the Conservative contingent from Quebec. Mr. Monk's proposal is that nothing whatever be done until the nation's opinion has been obtained by means of a plebiscite. Whatever of public opinion there is in Canada in favor of going into a navy venture of any kind seems to be fairly well divided between the propositions advanced by the two party leaders. The argument most frequently heard in conversation in favor of the Conservative policy is that it would place under the direct control of the British naval authorities ships capable of taking their place in the line of battle. There is also a feeling that one contribution might end the matter, whereas, if Canada builds her own navy, responsibility for a permanent and increasing expenditure will be laid upon the country. The Government's policy is being supported on the ground that the building of cruisers and destroyers will assist in the protection of Imperial trade routes and in the defense of Canadian ports; that the spending of the money voted will be controlled by the Canadian Parliament and the building of war-ships in Canada will promote the development of a general ship-building industry. The Monk proposition, that nothing at all be done until the people have had an opportunity of pronouncing upon the question, receives more general favor than is accorded the plan of either of the party leaders. There is a strong popular aversion in Canada to anything savoring of militarism, and nothing but a firm belief in the stern necessity of the case would evoke enthusiasm for a naval policy of any kind. Belief of that nature is not so

general now as it was at the time when the German scare arose a year ago. Hence the desire for fuller consideration of the whole question and for allowing those who will have to meet the bill to have an opportunity of expressing their opinion by formal vote.



CANADIAN RAILWAYS Official reports show that 24,104 miles of railway were in operation in Canada on June 30 last, an increase of 1,138 during the year. A very much greater increase in mileage will be recorded during the year ending with June next, as no less than 3,300 miles were reported under construction at the date of the last official report, and a number of new projects have been launched since then. The undertakings already in progress or about to be taken up fairly well cover the Dominion from east to west. Messrs. Mackenzie and Mann, who are gradually linking their various provincial lines into a third transcontinental system, will spend five millions on terminals and entrance in Montreal alone. One of the lines they have under way is to connect Montreal and Toronto, another is to unite the Toronto-Sudbury road with their Western lines at Port Arthur, and a third is the extension to the Pacific coast of the line now connecting Port Arthur with Edmonton. The Canadian Pacific, the pioneer transcontinental system, has still more extensive projects under way. This company has appropriated \$30,000,000 for extensions and improvements in the western provinces alone. Six hundred and twenty-one miles of new line will be built by it, 346 in the one province of Saskatchewan, and mostly for the purpose of opening up new territory. The National Transcontinental, which is being built in part by the Government and in part by the Grand Trunk Pacific, is also being pushed rapidly forward. The Government's section from Moncton, New Brunswick, to Winnipeg will probably be finished next year, and the Grand Trunk Pacific's end, from Winnipeg to the coast, will be ready for opening about the same time. With the extension of railways in the West there is arising an agitation for a revolutionary change in existing routes. Farmers in Alberta are

demanding that facilities be provided for shipping their wheat by way of Vancouver. It is expected that much of the Alberta wheat shipped westward will find its way to the markets of the Far East, while part will, on the completion of the Panama Canal, go via the Isthmus to Europe. Saskatchewan and Manitoba farmers are clamoring on their part for the construction of a line to Hudson Bay as a means of relieving them of the cost of carriage via Port Arthur and Montreal. If these two projects are carried out, a vast volume of Western trade which now goes to enrich Eastern Canada will be diverted in other directions. This may have the most far-reaching political as well as industrial consequences.

A HUNGARIAN FIGURE PAINTER

Exhibitions of the work of contemporary foreign artists have great interest not only for their own sake but for purposes of estimate and comparison of national tendencies. Last year three such exhibitions were held in New York with great success. Two of them were "one-man shows" of the pictures of Spanish artists, Sorolla and Zuloaga; the third was the loan exhibition of German art at the Metropolitan Museum. Hungary is the country to be represented now, in an exhibition of paintings by a single artist at the National Arts Club. The artist is Louis Mark, one of the leading painters in Hungary; and Baron Ladislaus Hengelmüller von Hengervár, Ambassador from Austria-Hungary, was instructed by his Government to give the painter's welcome to America an official character by his presence. The opening of the exhibition was colored with picturesque Old-World formality. The thirty-four paintings are hung in the long gallery of the club-house on Gramercy Park. Five hundred guests waited in the other rooms of the club-house, while the Ambassador, the artist, the President of the club, Mr. William T. Evans, and the governors of the club made a private inspection of the paintings. The restraining ribbons were then relaxed, and the throng passed in line before the official party, and scattered to study the pictures at their leisure. Mr. Mark is a native of Rettig, Hungary, where he was born forty years ago. He

was a student under Holossy and Herterich in Munich, and later under Bouguereau and Fleury in Paris. His work is as little as possible reminiscent of the style of the latter two artists. He is exclusively a painter of portraits and figure studies. He scorns detail, rejoices in color, sometimes with startling effect, and carries boldness and vigor often to the point of crudity. Whatever the final judgment on his merits as a painter, his work has great interest, not only as that of an individual with pronounced characteristics, but as that of a prominent representative of Hungarian art.



LOUIS KLOPSCH, ALMONER The nature of the philanthropic work of Dr. Louis Klopsch, who died in New York City on Sunday of last week, was well expressed in a letter from President Taft, who speaks "of the good that he has done, the charity that he has encouraged, and the gratitude that he is entitled to from the poor and oppressed." Dr. Klopsch systematized and organized contributions for stricken people on a large scale. Recognizing the generosity and even eagerness of Americans to help those in distress, he made of the "Christian Herald" a sort of clearing-house for this purpose. It is estimated that over three million dollars were thus distributed in what has been called international charity; while perhaps less known, although most excellent in purpose and original in methods, were the summer home for the tenement-house children of New York maintained through Dr. Klopsch near Nyack, New York, and the Bowery Mission which he founded. Among the special funds raised by Dr. Klopsch were that for the Russian famine of 1892; those for the famine victims in India in 1896 and 1900; one for the Cubans who were cut off from food supplies by the Spanish system of driving them from their farms; funds for the sufferers from the San Francisco and the Messina disasters, and several others of equal or almost equal importance. Especially noteworthy was the sending of a cargo of corn to India in 1896; at that time at least four hundred thousand dollars was raised for the purchase of supplies or sent in money.