

Now, when the Crow's Nest Pass coke can be laid down at the Kootenay smelting centres at a lower figure than coke can be bought for at any other smelting point in the west, we need fear no opposition; for ores can be reduced as economically there as in any place outside of the cheap coal districts of the east. The competition of the smelters built and building will thoroughly protect the ore producers from having to pay unreasonable charges for reduction. To thoroughly protect our own country and people, an export duty of at least \$2 per ton should be placed on ores. Concerted, persistent action in showing the facts induced the Government to take the 15 per cent. duty off from lead bullion, and rendered it possible to erect and run the lead furnaces at the Trail and Nelson smelters. The same earnest, persistent action will make Kootenay the most prosperous section of the richest mineral province of our wonderful Canada." This question calls for the serious attention of Parliament.

**Lord Roberts** A few words in Lord Roberts' dispatch on the from Johannesburg, November 15th. War Area. last, give the most impressive picture yet issued of the extent of country in which the rebels in South Africa are operating under De Wet. He says:—"Guerilla warfare is carried on by forces broken up into small volume and operating over an area larger than France, Germany and Austria combined." These countries stretch over 1,200 miles from west to east, and have a depth from south to north of from 400 to 700 miles, covering 657,000 square miles. Such a vast area in which are chains of mountains over-run by a few thousand mounted men who are familiar with every topographical feature, gives them enormous advantages over any force sent for their suppression. From the 6th to the 13th century, England, in part or whole—for the period includes the time before the old land was a political unit—in those hundreds of years there were efforts made to subdue the Welsh by larger forces, but without any success until 1282. So with the invaders of Switzerland, where large armies were checked by small bodies of mountaineers. Persons who criticize our troops as being inferior in this, that, and the other to the Boers, because De Wet's guerilla tactics baffle his pursuers, can never have been in a mountainous region, or their talk would be less irrational. A whole battalion of Italian soldiers for months past have been endeavouring to run down one Italian bandit, who has taken refuge in the Calabrian mountains. Lord Roberts says: "The South African campaign is unique in the annals of war, and no finer forces ever took the field under the British flag." It has now been established that one of the Boer peace envoys was shot by General De Wet's order, and a second one "jamboked," that is flogged with a cart whip. Evidently the conflict is being kept up by men who are merely half-civilized bandits.

#### THE GRAND TRUNK'S NEW POLICY.

There is now no longer any doubt in regard to the Grand Trunk Railway management having decided to make Portland, Maine, its main outlet for freight in summer, as it has hitherto been only in the winter months. This means that all the year round the freight acquired by the Grand Trunk for transmission across the Atlantic will be carried direct to Portland. Up to this year all such freight received by the line, while navigation was open; say from early in May to late in November, was brought to this port for trans-shipment into ocean steamers in our harbour. According to a return published in the report of the Board of Trade, the receipts of produce in Montreal by Grand Trunk in 1899 were of wheat and other grains, 4,546,937 bushels; of flour and meal, 709,165 barrels; of butter, 277,146 packages; of cheese, 859,135 boxes; of lard, 53,658 barrels; eggs, 185,549 cases; and of meats, 82,814 boxes. Some portion of this freight was for local consumption, but the vast bulk of it was placed from the Grand Trunk cars on to ocean vessels. From these vessels the port of Montreal derives a most extensive business; its prosperity, indeed, is largely dependent upon the trade which arises from the receipts of ocean-going freight, its handling here, and the shipping activities which are set in motion and maintained by vessels which enter and which sail from the harbour of this city. For a national line like the Grand Trunk which runs to Chicago, with branches tapping all the freight-yielding districts of Western Canada, to divert all its ocean bound freight to an American port is a very serious affair. We fully appreciate the force of the plea made by Mr. Reeve, the general manager of the Grand Trunk, that, as its Portland branch is stagnant in the summer, it has been decided to utilize that section for carrying Canadian freight to salt water all the year round. To make Portland equal to the handling of the new trade proposed to be directed there, the Grand Trunk has been and is now spending a very large sum. It seems surprising that no offer was made by the company to spend any money for improving the facilities of this port, which are complained about. Surely a city that has given such handsome assistance to the Grand Trunk in past years, and from which its main revenue has been derived, was fairly entitled to its first consideration when proposing to enlarge its ocean shipping facilities? Surely, too, the interests of Canada have a higher claim than those of a foreign port? In another place we record the details of loans and subsidies granted by the people of Canada to the Grand Trunk Railway, by which it will be seen how liberally Canada has provided financial assistance to this enterprise. Would such grants have been made had the company declared its intention to convey its ocean bound freight to an American port? Certainly not. The line was literally subsidized because the people of Canada, as represented by Parliament, and the