

REFLECTIONS

BY STAFF WRITERS.

BISHOP LOFTHOUSE, of Kenora, has been giving the public a description of Keewatin, the district which lies to the north of Ontario and Manitoba. During the past summer the Bishop spent three months there, during which time he travelled two thousand miles

**A BISHOP'S
TRAVELS**

in his canoe. He went as far north as Trout Lake, where there are six hundred Indians, a Cree missionary and one white man. From there he went to Severn, on Hudson Bay, and thence to York Factory. The Bishop knows the country well, having spent eighteen years at Fort Churchill, which is farther north than York Factory, his northerly visiting place on this particular trip. There is not a post or a mission station on Hudson Bay that he has not visited.

THE Bishop describes Keewatin as a semi-barren waste. For a hundred miles inland from the coast, practically nothing will grow. Inland there are areas lightly covered with small timber and small patches of cultivable land. Much of the timber country

**KEEWATIN
DESCRIBED**

has been fire-swept and thus denuded of a valuable asset. Sedge grass grows in summer time, but cattle could not find sufficient for subsistence. There are multitudes of deer wandering from south to north and back again, according to season, but it requires a vast territory to support them.

Nevertheless the Bishop sees a bright side in the picture. He believes that a railway will eventually reach Fort Churchill, where there is an excellent harbour. While the country through which it will run is not suitable for agriculture, still it presents few engineering difficulties. Navigation through the Straits leading from Hudson Bay is possible and for four or five months in the year grain may be carried through that outlet in properly sheathed, ice-fighting vessels.

ALL this information about Keewatin is valuable at the present time when Saskatchewan, Manitoba and Ontario are looking for a portion of the territory. Manitoba seems to have a strong claim for a considerable portion of it, especially that part

**WHO WILL
OWN IT?**

lying immediately north of it and including York Factory and Fort Churchill. The railway which is to traverse the country will run from Winnipeg north, and must carry mainly Manitoba freight. Moreover, Manitoba is the smallest of the provinces and is entitled for that reason to first consideration.

THE commercial traveller apparently feels that he is not given an equal chance in the political game.

Too often he is away from home on duty when voting day comes round, and he is given no opportunity to exercise the franchise. He is vitally interested in

**COMMERCIAL
TRAVELLERS** politics. No person has more time or opportunity for discussing them. Wherever two or three

travellers are gathered together, in the smoking-car or the hotel sitting-room, there is political talk. The tariff interests him tremendously; while transportation improvements vitally affect him. Therefore he proposes to ask the Dominion Parliament and the various provincial legislatures for enactments which will allow him to vote by mail at all parliamentary and municipal elections.

At first blush, it seems a difficult proposition. How will he get his ballot? If he is three days' travel away from his constituency, must the returns wait until his registered letter arrives? And so, one sees a half-dozen difficulties. If these can be overcome, no one will care to deny the traveller a citizen's privilege.

THE Canadian Postmaster-General, Hon. Rodolphe Lemieux, seems to be a very bold and aggressive person. Not content with popularising the phrase an "intellectual preference for Great Britain" in connection with the proposed reduction of postage on British

**SHILLING
CABLES**

periodicals mailed to Canada, he has given us another. This time it is "shilling cables to all parts of the Empire." In other words, he desires to see cheaper cable service throughout the King's Dominions, in the interests of imperial solidarity and imperial trade.

This subject of all-British cables and cheaper service has long been a pet theory with Sir Sandford Fleming, to whom belongs much of the credit for the construction of the Pacific cable from Canada to Australia. He sent the first message that ever went around the world using the Pacific cable in part. That was in October, 1902. Since then he has steadily pursued the idea of an all-government-owned, world-encircling cable. To this he added recently the idea of a cheap imperial service. That Mr. Lemieux has taken up the subject enthusiastically marks him as a statesman of imagination who may yet play an important part in imperial affairs.

THERE is none of us who has not changed his mind on important questions. To frankly acknowledge that we are wrong is not, however, the most pleasant duty in the world. Hence our sympathy must go out to the Hon. Lomer Gouin, Premier of Quebec, in

**PREMIER GOUIN'S
CHANGE OF HEART** his frank admission that he misjudged a certain situation. Some time ago he passed a law placing

a tax on all commercial travellers, not residents of Quebec, who went into his province to sell goods. A great outcry was raised against it, especially in England. Mr. Gouin now announces that the law will be repealed.

Two or three of the other provinces which have similar laws might do well to follow Quebec's example and withdraw their objectionable regulations. Inter-provincial commerce should be encouraged. That sort of trade has made the United States great and has tended to strengthen the national feeling. Inter-provincial trade will do much for Canada if left to follow its own course. No one who is true to the best interests of the Dominion will allow the slightest impediment to remain in the way.

THE Liberal party in New Brunswick at its recent meeting passed a resolution urging its members to use only pure and honourable methods. It is well. Such a resolution should be passed whenever any portion of either party meets for consultation. There is

**ELECTION
METHODS**

a constant tendency in politics towards deterioration and it must be resolutely held in check.

A more powerful influence making for or against political purity is the attitude of the leaders at Ottawa. If the prominent men in both parties were in earnest in a desire to prevent corruption and were fully determined