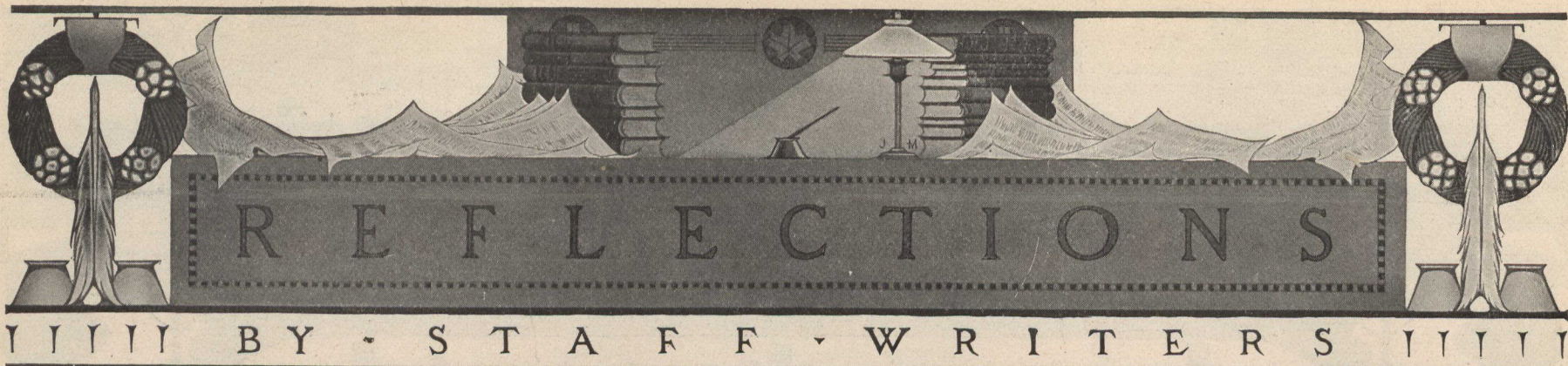




THE C. P. R. ALL-RED LINE

FROM Liverpool to Quebec in less than six days is now the record of the Canadian Pacific steamers—and Canada is proud of these two great vessels, of the men who had the courage to put them into commission and of the St. Lawrence route, which has been so often condemned. Perhaps the vindication of the St. Lawrence route brings the greatest quantity of pride and pleasure in its train.

Just on the heels of this triumph, there is a revival of the rumour that the C. P. R. has ordered two larger and faster steamers for the same route. These are to be built on the Clyde and be ready for service in 1910. If they displace the Empresses, these will probably be placed upon the Pacific Ocean. And, mark you, the C. P. R. will then have an All-Red route from Liverpool to Yokahama and Australia. The dream of Sir Wilfrid Laurier and the Hon. Clifford Sifton will have come true—but the owners of the route will be the Canadian Pacific Railway Company, not Mr. Sifton and his friends. Down tumbles another of Mr. Sifton's great projects. No other company would dare, even with a huge bonus from Great Britain, Canada and Australia, to go into competition with the greatest railway and shipping corporation on the continent.

Canada need not worry about Sir Thomas Shaughnessy's triumph over the Hon. Clifford Sifton and his All-Red Route. All the advantages which Mr. Sifton foresaw will be ours and the only privilege we shall lose is that of saving a couple of million dollars a year in shipping bonuses. If this worries us at all, we may easily waste these millions by finishing the useless Trent Valley Canal or by starting to construct the equally fantastic Georgian Bay Canal.

THE FUTURE OF W. F. MacLEAN, M.P.

THAT excellent defender of "progress, public rights and public ownership," the *Toronto Telegram*, overcoat-pocket organ of John Ross Robertson, Esq., is worried about the future of that other advocate of public rights and public ownership, Mr. W. F. Maclean, member of Parliament for South York. During the late general election Mr. Maclean "sulked in his tent" and declined to "go up to the help of the Lord against the mighty." In other words, this Independent-Conservative member did not allow his newspaper, the *Toronto World*, to help Mr. R. L. Borden in his fight against Sir Wilfrid Laurier. Even if Mr. Maclean loved Borden less, he should have loved his sworn principles more than to allow Sir Wilfrid Laurier, "the incarnation of enmity to progress, public rights and public ownership" to win a great victory, says the *Telegram*.

It is indeed a great question. Has Mr. Maclean decided that he will no longer play the role of "a voice crying in the wilderness"? Has he decided that he will no longer do the thinking and the leading for the Conservative party, while all the honour and glory goes to Mr. Borden? Has he decided to abandon the role of an Ishmaelite and to turn himself into a hard-working and well-disciplined member of a busy Opposition?

Mr. Maclean is a man of parts. If he would but steer a respectable middle course for a time and be willing to give credit as well as take it, he might yet become a great man in the political world. That he will do so, is to expect the impossible. Mr. Maclean will break out again shortly. He always has done so in the past—as soon as the debt is paid. The public life of Canada has little to expect from Mr. Maclean, except an occasional display of brilliant fire-works.

REASONS FOR OPTIMISM

DURING the campaign, the Liberal newspapers were extravagantly optimistic but they produced fairly good material. Some of it should be forgotten but some of it should be remembered. For

example, the western papers printed a list of 1,500 new towns west of Lake Superior, which had been christened during the past twelve years. This list was secured by taking the names on Stovel's current railway map and eliminating all the names which appeared in Waghorn's guide for 1896. True, some of these are mere flag-stations on the railway lines but undoubtedly the majority of them are thriving villages, and a few of them prosperous towns and budding cities. Fifteen hundred new railway stations is pretty rapid growth in twelve years, and yet this is but the beginning of development in the west and the north.

Another favourite feature of the western Liberal papers was a pair of maps showing the railways in 1896 and those of 1908. In 1896, between Port Arthur and Banff, there were 3,366 miles of railway; in 1908 there were 9,365 miles of railway built or under construction. In 1896 the C. P. R. operated 2,954 miles, and in 1908, 4,541 miles, an increase of about 1,600 miles. In 1896, the other railways only totalled 412 miles, while now they exhibit 4,824 miles, the chief owners being the Canadian Northern and the Grand Trunk Pacific. The Northern Pacific had less in 1908 than in 1896.

This tremendous growth in railway mileage, of which the growth in villages and towns is complementary, indicates the persistent movement of population which is now taking place. He would not be a daring man, who would venture that during the next twelve years the West will show an even greater growth in population than during the past twelve. The larger the magnet, the greater its drawing power, and from this reasoning every Canadian should be an optimist.

A JOKE ON THE MINISTER

THE Executive of the Booksellers and Stationers' Association have a deep sense of humour. They wanted a little favour from Dr. Pyne, the Minister of Education in the Province of Ontario, so they waited on him, carrying bouquets. They proceeded to congratulate the Minister on the excellent books his department was now getting out. It was a daring thing to do, but apparently the joke was not noticed and the newspapers were handed out a nice little item which they wrote up in their beautifully submissive way. Or at least, the *News*, which is now the government organ did—first column, front page, double heading.

The item in the *News* does not mention the "cheap" readers which Ontario is now enjoying. To have congratulated the Minister on those wonderful productions of the printer's art, would have been so noticeable that even a Minister of Education would have seen it. They were wiser than that, of course. They congratulated him on the new Latin book and the new Algebra. The new Latin book is certainly an improvement over anything the W. J. Gage Co. has ever published at the price. The type-face is a little light, the ink used might have been a little better colour, and the paper is a dull grey quite unsuitable for a school book, but otherwise it is a very fair volume—as school-books go in Ontario. As for the Algebra, it is undoubtedly one of the cheapest and most disgraceful text-books authorised in Canada since the Ross Government went out of power. It is printed partially from English plates and partially from Canadian type—and they do not match. It is set in a type which is so small that it must necessarily cause injury to the eyes of every student who uses it, since the press-work is abominable. If such a poor piece of printing were done by the printers who turn out "The Canadian Courier," the contract for the printing of this journal would go to another firm at once. Even the greedy "School-Book Ring" never did a book much worse than that. The binding is good, rather above the average, but the whole volume is decidedly inferior to the British edition.

It is rather too bad that the Booksellers should have been so