

# em

and dove tailings trimmed to  
do. All the gangs of men have  
to fit it together. So one must  
be planning works, where this  
floor.

The pleasant aromatic smell of  
vings greets the nostrils, and  
of circular and band saws all  
First one of the immense  
ed for car-sills is being put on  
carriage and it slides past  
standing before an array of  
from which hang bright and  
ling augurs. He pulls a lever  
bit sinks into the wood with-  
effort and the shavings fly  
the lever again and the beam  
is ready to receive the bolts  
necessary. A hand saw of  
erceptible thickness and only  
an inch wide is cutting its  
ugh a boiler of hard pine and  
faint a mark that one would  
leave the work is being done  
pieces fall apart. Everywhere  
the bright saws, and the huge  
are passed from lathe to lathe  
them doing its own particular  
the beams and planks are  
to the proper size and sent on  
teaching shop.

comes the passenger shed,  
more elaborate work is done,  
constructed the palaces that  
is the continent, day coaches,  
and diners. The work seems  
uous, however, for these cars  
great deal of material and  
labor and the men are experts,  
work. But the work is much  
d there is none of the cease-  
le and noise that marks the  
artments, for the progress to  
ompletion is not so rapid. These  
sist of two buildings facing  
her about one hundred yards  
d in the intervening space  
nty-five foot transfer table  
the cars if so desired to be  
om one shop to the other, if  
desired, or carrying them to  
tracks outside.

All stages of construction are  
acks and the construction  
going on in the same manner  
freight shops. Each gang of  
a different task to perform  
are moved on and up the  
until they finally reach the  
ready for the first trip.  
section with the passenger  
blinet shops where the com-  
work of inlaying and veneer-  
ried on. All are familiar with  
or of the modern parlor coach  
that the wood used is of the  
ensive nature. The inlaying  
orth watching for a time and  
as of fitting together.  
wood until they make a pan-  
ness and beauty is one that  
nnite patience and skill. The  
together of a number of sheets  
and then the process of steam-  
tro them into roof domes, the  
made by presses, and the  
sawing and rubbing of a  
varieties are all wonderful  
and one will be fascinated  
ght. Then the fret work per-  
y little saws that look as if  
ld break at the touch, where-  
woods gathered from all parts  
orld are made into beautiful  
and an innumerable variety  
tions that require the most  
orkmen and the greatest care  
ation.

is the upholstery department  
chairs, seats, mattresses, pil-  
lounges and even the little  
his used in the parlor cars and  
that the porter puts down on  
orm when one alights or gets  
ars are turned out in abun-  
This department although it  
em small in comparison with  
of the others still employs a  
nber of expert workmen.  
ere are a dozen other depart-  
ent can be visited. The wheel  
where the wheels are turned  
numerable numbers and which  
ne of casting resembles an in-  
se frog shop, the truck shop  
ss trucks are built and almost  
ss others all forming a part  
emendous whole and all doing  
re of the work towards turn-  
the finished product.

visit would not be complete  
a call at the power house,  
generated the energy that  
l these countless wheels and  
and drills. This building is  
near the planing mills for all  
se lumber and shavings are  
fuel. Experts say that the  
of wood and shavings avail-  
fuel when thirty cars a day  
built is equivalent in heating  
eighteen tons of soft coal.  
refuse is brought here in  
s that keep the furnaces  
Here will be found three 750  
375 high power Corliss en-  
king 150 revolutions per min-  
the floor is speckled and every  
the metal is polished to its ut-  
tiness and the whole atmos-  
charged with power.

ing necessary for the con-  
of a car of any class is man-  
in some one of these many  
for that is the principle of  
the industry. The material is  
its rawest form and worked  
et the needs. Nothing manu-

atured elsewhere is used if it can  
possibly be produced here. The raw  
material comes from all parts of  
the world and it would be impossible  
to give an adequate idea of the different  
woods used for they are of all varie-  
ties from the common spruce and pine  
of Canada to the mahogany of South  
America. The company own vast tim-  
ber lands in various parts of the world  
and the turning out of the number of  
cars that are constructed each day  
takes a quantity of timber that can  
scarcely be estimated.

The workmen look contented and  
happy and the wages paid range from  
\$3.00 to \$4.00 per day. Most of them  
are skilled in their particular line of  
work and consequently are able to  
command high wages, and every thing  
is done for their comfort too, for a-  
mong other things is provided an ex-  
cellent lunch room, where for a mini-  
mum sum the employees are furnished  
with an excellent meal, substantial,  
clean and well prepared. As one looks  
in the door he sees long scoured tables  
with stools beside them, while on a  
blackboard is inscribed the bill of fare  
for the day. For fifteen cents a man  
can get all he wants to eat, that is, all  
he can take care of, for he can make  
a good meal for less if he is so in-  
clined. The consideration of the com-  
pany in providing this is appreciated  
by the men and is in keeping with  
their efforts to promote the welfare of  
the thousands of employees.

A branch of the Bank of Montreal  
is also located at the works and here  
the men can deposit their savings or  
have their wage checks cashed. The  
bank is used too, and many of the em-  
ployees have substantial sums to their  
credit there.

And now the visitor has seen enough  
to keep the head in a whirl for the  
next few hours. He has been through  
a maze of shops where the energy  
seems tireless, where the operations  
are on a scale of magnitude hardly  
dreamed of and where an irresistible,  
impelling force seems to be accom-  
plishing wonders. In spite of the noise  
and clamor everything seems to move  
with a precision that seems wonderful,  
for there seems to be no breaks in the  
cogs that keep the immense establish-  
ment in motion. Every man seems to  
know just what is required of him  
and proceeds to do it without any fuss.  
The whole work moved like a piece of  
well oiled machinery and despite the  
noise and clamor there is something  
in the air, something that denotes the  
master hand of genius and the visitor  
goes away with a feeling of awe and  
admiration, thinking of the wonderful  
work that has been here built up by  
the hand of man.

## Naval Reserve: Steamships

Toronto Mail and Empire: A year  
ago a writer in the National Review  
made some interesting suggestions  
for a fast line of All-British steam-  
ships in connection with a naval  
reserve force. The fast line from Eng-  
land to Australia via Canada, which  
has received the recommendation of  
the colonial conference, is the concep-  
tion of the steamship company that  
wants to make Black Sea Bay a second  
Liverpool. It is, at bottom, a  
commercial and not a patriotic con-  
ception, to whatever extent it may in-  
cidentally help to consolidate the Em-  
pire by drawing the two great colonies  
and the Mother Country closer to-  
gether. It depends altogether upon  
the details of the plan whether it will  
be imperial in the sentimental sense  
of the word.

For Naval Reservists.  
In the National Review it was sug-  
gested that the ships built for inter-  
colonial traffic between the Mother  
Country and the colonies should be  
of a type suitable for active service in  
the time of war. The writer asserted  
that "merchant steamships of a cer-  
tain class are better qualified to dis-  
charge some special services in war  
than any vessel built for fighting pur-  
poses can possibly be fitted to perform  
them." An essential feature of the  
scheme would be that the crews of  
the steamers should belong either to  
the Royal Naval Reserve or to the  
Colonial Naval Reserve, depending  
upon whether the ship in question  
was owned by the Home Government  
or one of the colonies, ownership of  
the vessels by one or other being  
strongly urged by the writer. The rule  
that only naval reservists should man  
the ships would extend to everyone  
on board, from the captain to the  
stokers. The steamship companies to  
which the vessels would be  
leased would pay these men  
the regular market wages, but  
the Governments should supplement  
this in order to attract the very best  
men in the mercantile marine in the  
Empire. Periodically the crews would  
be drilled, as on a man-of-war, so that  
as quickly as the merchantman could  
be converted into a fighting ship, her  
crew would be transformed into drilled  
and competent warriors.

Against the Subsidy.  
Thus are the drybones of the  
scheme set forth. This verbiage is  
patriotism and not the shortening of  
distances between Australia and Can-  
ada and England, although that might  
be achieved incidentally. According to  
the writer the advantage of the vari-  
ous governments building and owning  
the ships would be that command of  
their services in time of war would  
be assured. That any provision could  
be made in a subsidy arrangement  
that would prevent the sale of the ship  
whose ownership was vested in a com-  
pany was doubtless a profitable com-  
mittee of the House of Commons that  
examined the matter in 1902. To sur-  
round the right to a profitable com-  
pany would be worth a huge sum to  
a company, and without absolute cer-  
tainty on this vital point the whole  
scheme would fall to the ground.

A Decaying Maritime Spirit.  
To the writer in the National Re-  
view the most important effect of the  
plan outlined would be its vivifying  
influence upon the maritime spirit of  
the Empire. With a revival of this  
spirit, he declares that naval super-  
marity cannot be maintained. That the  
love of the sea and the use of the sea  
are decaying is asserted just as posi-  
tively. Figures prove that the fishing  
industry in the British Isles is in  
fish mercantile marine is largely made  
up of Scandinavians, and the statis-  
tics have caused the Navy Lea-

gue some unjustified alarm. As well-  
might the fact be deplored that the  
laundries are in the hands of the Chi-  
nese, and railroad construction in the  
hands of the Italians. The situation is  
primarily a matter of pay, and if an  
Englishman can make more money  
ashore as a mechanic, and have in ad-  
dition the society of his wife and fam-  
ily, he cannot be expected in times of  
peace to become a sailor from patri-  
otic motives.

Colonial Contributions.  
There is another result that might  
be expected from the adoption of the  
plan outlined by the National Re-  
view. The constitutional objection to  
self-governing colonies contributing  
to Imperial defence would be, in a  
measure, circumvented. Thus, the pro-  
posal made some years ago by the  
Toronto branch of the Navy League,  
and since then heartily adopted and  
persistently advocated by other  
branches of the league, and by many  
leading Imperialists, would be brought  
into the general scheme. The idea of

the Navy League is that colonial na-  
tional militias of officers and men em-  
ployed in the various colonial mer-  
chant services shall be raised, and the  
cost of training borne by the colonial  
governments.  
To train and drill this force it is  
further proposed that a certain num-  
ber of reserve ships of the Imperial  
navy shall be laid up in colonial ports  
with small detachments of officers and  
men of the Royal Navy for drill pur-  
poses. At the same time the various  
colonial militias are from  
time to time to put in sea service  
with the ships of the Royal Navy on  
the various stations. Thus, to take an  
example, instead of leaving the bat-  
tle-ships of the Royal Sovereign class  
rust and deteriorate in the British  
naval ports with infinitesimal skele-  
ton crews, some of these vessels would  
be stationed on the Canadian sea-  
board and others at the Australian  
ports. Instead of selling the Sanpaul  
for a mere nothing, she would be lent  
to a colony. This part of the scheme  
has already been advocated by Lord  
Charles Bessborough.

An Imperial Plan.  
For evolving an Imperial scheme  
the Toronto branch of the Navy Lea-  
gue is deserving of all the praise that  
has been showered upon it, and it is  
sincerely to be hoped that the league  
will be able to force its plan into  
practical politics. It would be one of  
the most important things that could  
be dealt with by the colonial confer-  
ence.

Modern - Historical Fiction.  
It is certainly reasonable to expect  
that the gains of modern historical  
study should in some measure enrich  
historical fiction also; that the novel-  
ist should benefit by the new light  
thrown by research upon the motives  
of great men and upon the conditions  
with which they had to deal, and  
especially that he should not misre-  
present, through carelessness or ig-  
norance, the main significance of the  
periods he professes to depict. There  
is a level of general accuracy which  
the writer of historical fiction should  
be required to reach before being  
taken into account at all—a "qualify-  
ing entrance examination," so to speak,  
to meet him at the threshold of his  
enterprise. But he is to be judged, in  
the main, not as a historian, but as a  
novelist, and he forfeits the end  
for the sake of the means if he allows  
the interest of exact scholarship to  
obscure or deaden the imaginative  
element. I read the other day, in a  
complacent eulogy of the progress of  
historical research, that it would no  
longer be possible for any one to  
write "Ivanhoe," and that if by  
chance such a book were written its  
author would not have the "impru-  
dence" to publish it. That no con-  
temporary writer is as yet in danger  
of being mistaken for a second Scott  
may readily be admitted, but if there  
should be a later anywhere a genius  
of this type he need not stay in hid-  
ing from the fear that the achieve-  
ments of a better writer will  
have spoiled his welcome.—Herbert  
W. Horwille, in the Forum.

Rear Admiral Coghlan, during a dinner  
at Delmonico's said of a certain speak-  
ing gentleman's remark struck me as  
hypocritical. It reminded me of the gun-  
ner who, after having taken careful aim  
and missed his bird, said:  
"Ah, well, live and let live is my  
motto."

# Christian Morals

Dr. C. A. Eaton's Message to the McMaster Graduates

Toronto Globe: What is the su-  
preme central question now before the  
human race? The answer was supplied  
by Rev. Chas. A. Eaton, D.D., formerly  
pastor of Bloor Street Baptist church,  
now of Cleveland, in a sermon im-  
pressive in its delivery and powerful  
and far-reaching in its appeal deliv-  
ered to the graduates of McMaster  
University in Walmar Road Baptist  
Church last night. The occasion was  
the issue or ignore the Personality. It

It was "What shall I do with Jesus,  
who is called Christ?"  
In the twentieth century the minds  
of men in every department of human  
activity, of every race and clime, would  
be occupied mainly with the answer to  
that question, and it would be neces-  
sary for the science of the civilized  
world to tell them what it was going  
to do with Jesus. It could not evade  
the issue or ignore the Personality. It

in business in Toronto but what felt  
the throb of the commercial currents  
in China, on the Congo and in the is-  
lands of the sea. Today the commerce  
of the world was organized as a world  
institution. Now it confronted a dif-  
ference in races, and the difference in  
races manifested itself in a difference  
in morals. Commerce was a vast  
structure which rested upon faith, and  
the faith rested upon the assumption

knitting the world together in its sep-  
aration of races with common morals  
would bring the commerce of the  
world to the feet of Jesus.

It was generally supposed in Canada  
and the United States at least, that the  
ten commandments had a very fragile  
connection with practical politics, but  
the same principle that underlay the  
development of their modern commerce  
underlay the development of their  
modern politics. South of the line the  
same principle had been incarnate in  
the political history of the race, and  
now it had been discovered that the  
political destinies of the great nations  
of the world lay not separate one from  
the other, but parallel, and by-and-by  
came together in a common end.

Politicians May Become Priests.  
What, then, was to be the guiding  
star that the ship of State must steer  
by as they launched upon the universal  
system of political development? If  
they pressed that thought to its logical  
conclusion, they would find that the  
political development of the world to-  
day had driven them with relentless  
swiftness to the feet of Jesus, so that  
their politicians might well become  
their priests. They must pass from  
theology to religion, from the Church  
to the Kingdom, from the form to the  
fact. And they must do it soon. He  
exhorted those who were leaving col-  
lege to preach the Gospel not as a  
theological abstraction, but as an am-  
bassador from the King. They heard  
today of the new theology. He had  
read with great patience and care all  
that he could find on that entrancing  
theme. He was glad there was a new  
theology. He hoped there would be a  
newer one tomorrow. It simply meant  
that those brethren were trying to ap-  
ply their religion to daily life. To those  
who asked "What shall I do with  
Jesus?" he said seek Him out in their  
life and through their life, to grapple  
with the stupendous problems of their  
time, and undertake to establish the  
fact that the end of all life was not  
things but men.

What is wrong with the Tourist As-  
sociation that it has not yet made ar-  
rangements to have every visitor taken  
to the top of Mount Tommie. There  
was talk at one time of running a  
stage to Cedar Hill, but that is so far,  
and the ascent is rather difficult. There  
is no other point from which to see the  
Victoria district except Mount Tommie.  
Especially should everyone who is at  
all interested in agriculture go there.  
There is a panoramic view stretching  
in every direction. All the beautiful  
spots, and the striking landmarks can  
be seen at one glance. There could be  
no better educator possible than a half  
hour spent on the top of this hill with  
one who knows the country to tell  
about it. More than that there is no  
difficulty in getting to the summit. It  
is not very high, but just high enough  
to enable one to see. There is a good  
road almost to the top, and it is only  
fifteen minutes from town. The whole  
hill should be converted into a park,  
and used by the district as a perman-  
ent advertisement.

At just the logs have all been taken  
down the Cowichan river so there will  
be nothing to disturb the angler from  
now on. The booms are at the mouth  
of the river and have caused some  
inconvenience in landing the big trout  
that are caught there. In spite of this  
Messrs. Christie and Savannah had  
some splendid sport there within the  
week catching some good-sized fellows,  
few of them less than two pounds each.  
Sam Whittaker and Albert Wilde also  
had good sport near Duncan, and just  
above the bridge Messrs. Hinkman and  
Tom McConnell caught respectively  
twelve and nineteen between trains.  
There are a good many very small fish  
in the river just now and it would be  
well for anglers to remember that the  
law does not allow these to be taken.  
If caught they must be thrown back.  
There is an Indian constable living  
around the lower Cowichan or Kok-  
sish who is very actively looking after  
offenders in this respect, as well as  
those who may be so conscienceless as  
to pot birds.

Varying reports come from the Kok-  
sish river. While some fishermen get  
nothing others made good catches. The  
latter were reported to have been taken  
on Sunday which probably accounts for  
the fact. It is said that the trout of  
the near-Victoria rivers and lakes have  
acquired the habit of being caught on  
Sunday so that now they rise better  
on that day than on any other.

Of the other favorite resorts Saanich  
Arm has a few spring salmon for the  
patient early fisherman who is willing  
to persist. No big catches are spoken  
of, but two or three to a boat have been  
taken with an ordinary salmon troll.  
The shawigan season is opening  
once again. The majority of those who  
have summer cottages are there spend-  
ing the holidays on the shore of that  
placid water. The high season is a  
splendid change for those who live on  
the sea shore, and besides that there is  
sport to be obtained. W. Ditchburn  
caught about a dozen good trout last  
week and several others pulled in  
enough to keep their larder stocked  
while they were there. A story is going  
around which has a point to it.

It seems that there were several  
boats out fishing. We say the boats  
were fishing because they did the most  
of it. The occupants were young people  
who had other things to think about.  
There was however, one crew that was  
very active. Four trolling lines were  
out in service, two from the stern of  
the boat and one on each side from  
rods. They were successful too, al-  
though they were not old hands at the  
business. The other boats after awhile  
awakened to the fact that all the fish  
was being caught by their rival. They  
were green with envy. Why couldn't  
they catch fish too? They simply could  
not do it, so they gave it up in despair.  
When the other boat came to the shore  
all went to count the wonderful catch.  
It took some time to number them but  
eventually the report was announced  
which was, thirty-eight cat fish and  
two trout, forty in all. It is not record-  
ed whether the cat fish were thrown  
back or buried.

There is too much of a tendency  
among anglers to want to make big  
catches instead of enjoying the sport.  
Fifteen or twenty fish is not anything  
big to talk about, yet any good sport  
should be well satisfied with catching  
that many at one outing. Of course if  
he is a pot hunter it is altogether dif-  
ferent. He will then want all he can  
get. I have known men who would  
much rather spend the day trying to  
lure a big fellow from a difficult pool  
than fill their baskets with ordinary  
fish.

It is too early yet to say anything  
about the holiday fishing. A week ago  
the upper reaches of the Cowichan  
were not yielding as well as the lake,  
but there are a large number who ex-  
pect the river to be good this week end.  
There would be many more people up  
there if there was more accommodation.  
Everything was taken up as early as  
Thursday of last week and very many  
were disappointed not being able to  
get even a shake-down.

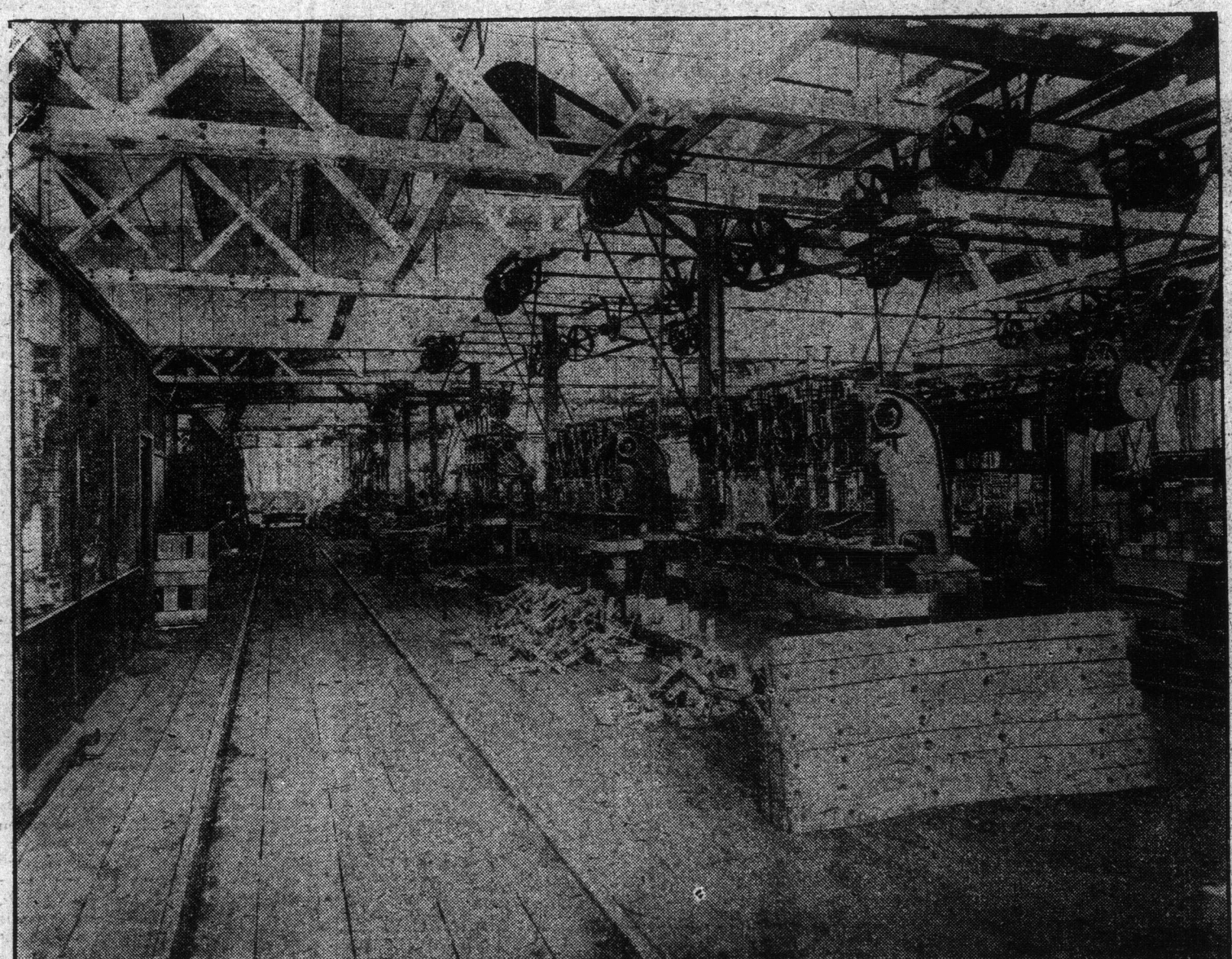
## Germany's New Canal

The greatest recent canal project in  
Germany is the Teltow Canal, near  
Berlin. The Imme river flows into  
the Havel and the Spree has been  
much hampered by being obliged to  
follow these streams through the city.  
The Teltow Canal permits this traffic  
to be diverted.

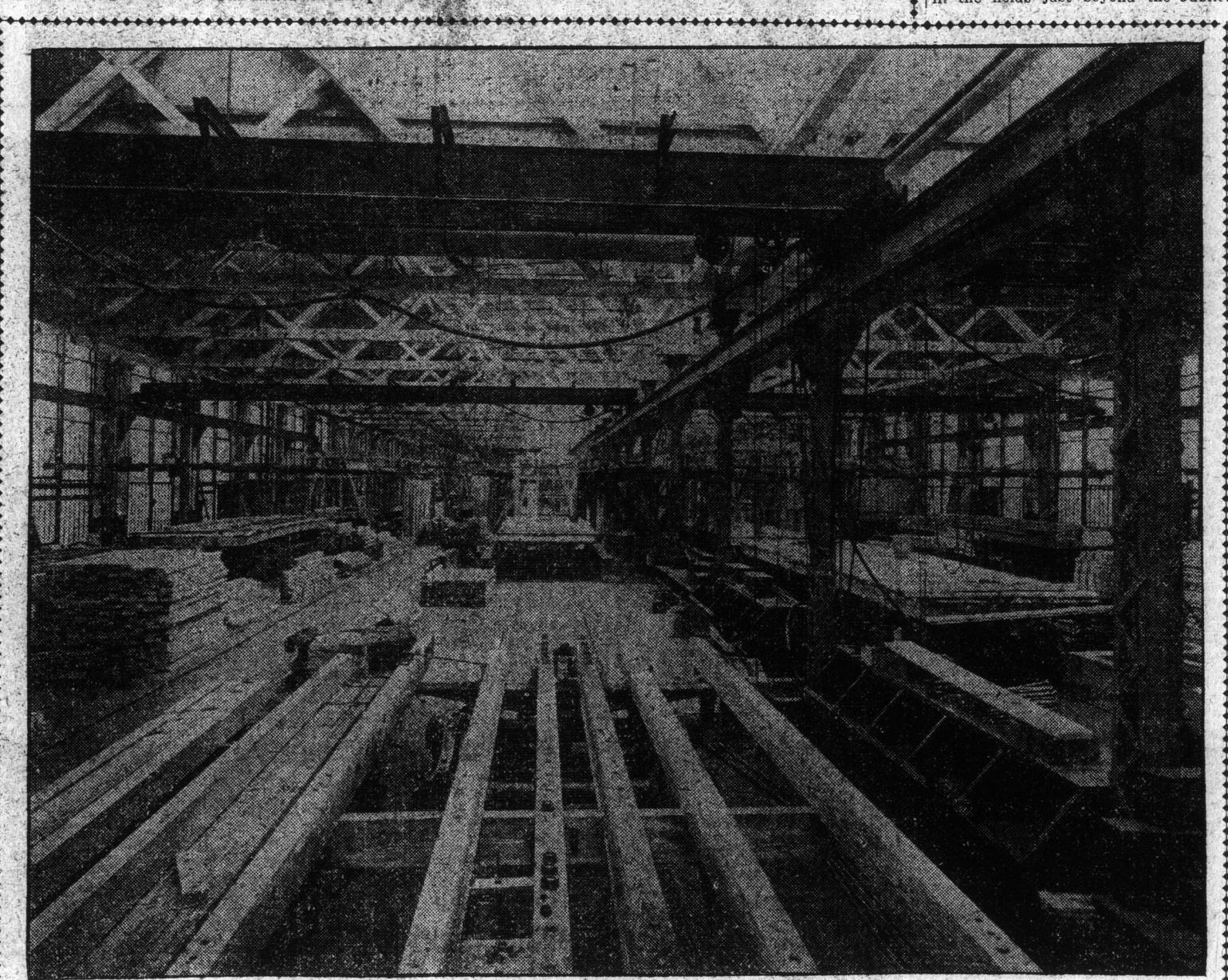
The canal is only twenty-three  
miles long and there is a saving in  
distance of only twenty miles in the  
route to the river mouth. But the gain is  
in the time formerly necessary to get  
through the city. The total expense  
of construction, including buildings,  
harbors and electric works, was about  
\$11,500,000.

The channel, says the World Today,  
is 20 metres broad at the bottom and  
from 2 to 3.50 metres deep, with a  
towpath 2 metres broad.

There is only one lock, with a fall  
of water of 2.7 metres. In its construc-  
tion of constant level the approved  
system has been employed. Its gates,  
etc., are worked by electricity suppli-  
ed by the canal's own electric works,  
the towing also being mainly done by  
electric locomotives. Fifty-five bridges  
had to be built but the expenditure is  
fully justified by the enormous traffic  
through Berlin, which amounted in  
1905 to nearly 12,000,000 tons.



Car Machine Shop.



Freight Erecting Shop.

the commencement of the graduation  
exercises, which will be continued in  
the university today, and Dr. Eaton's  
fame as a preacher, his popularity as  
a pastor, and his past connection with  
the university, all lent an attractive-  
ness to the service that was reflected in  
the size of the congregation, the church  
being crowded.

The supreme central question now  
before the human race, said Dr. Eaton,  
the one problem which gathered up  
into itself and gave scope and mean-  
ing to all other questions, the one  
question which every man in the world  
from every clime, of every creed and  
of every social condition, must take  
cognizance of, and give some answer to  
was found in the Gospel of Matthew.

stood like an apparition in the path of  
further progress.

Commerce the Mighty Agent.  
Rev. Dr. Eaton took the position that  
modern commerce was going to be in  
this century the mightiest agent for  
the advancement of the Kingdom of  
God that they had. And he would tell  
them why. Commerce one hundred  
years ago was a thing of the parish and  
the local town. Today commerce was  
organized not on the lines of the parish  
but on the lines of the state, or  
of the continent, but on lines that cov-  
ered the earth. There was no man of  
business of the first magnitude but  
what was a citizen of the world by vir-  
tue of that fact. There was no man

that under the chicanery and black-  
guardism so common in human nature  
there was scattered far and wide a  
vast energy which was moral.

What Code of Morals?

On whose code of morals then were  
they going to base their worldwide  
commercial system? Should they have  
the morals of Jesus as the basis of  
their worldwide commerce, or should  
they have a lesser morality. The an-  
swer was inevitable. Commerce that  
was worldwide must line up and not  
down, for the best morals were none  
too strong to support a structure so  
mighty. So that the men of commerce  
in this century were holders of the  
cross of Christ and the necessity of

hospital. There he can hardly help  
hearing the joyous strains of the soar-  
ing songster. Three of these birds  
have been seen at the same time, so  
it is hoped that they have established  
themselves and are breeding suc-  
cessfully.

Some Englishmen tell us that the  
Canadian birds do not sing. Those  
who speak in this strain have not taken  
a walk in Beacon Hill Park at 6  
o'clock in the morning. The song of  
the meadow lark and the robin is so  
short that some people insist on saying  
it is not a song, but a call-note. I  
should advise anyone who harbors such  
ideas to take that 6 o'clock stroll. He  
will be a better and a wiser man.