

archaeological and ethnological scholars in America. The number of scientific societies which claim him as an honorary member must cause him strenuous labour to keep in touch with them.

Mr. Boyle came to Canada in the year 1856, a raw Scotch lad fresh from his home at Greenock, Renfrewshire, Scotland. The anvil did not long suit the tendency of his mind; he liked books better, and kept pegging away at them when the heavy hammer was laid aside for the night. He became a teacher in the Elora public school. There he became interested in Indian relics, and formed his first museum of tomahawks, flint-heads, and redmen's skulls. This collection Mr. Boyle presented to the Canadian Institute. For many years now he has been Superintendent of the Ontario Provincial Museum, which has a continental reputation. He holds, too, the offices of Curator of the Canadian Institute and that of Provincial Archaeologist. Dr. Boyle is also something of a literary man. He is the jovial Andrew McSparkle of the *Scottish American*, and has contributed to other publications on various subjects. Last week, a special convocation of the University of Toronto was held at his bedside to confer upon him the honorary degree of LL.D.

REFLECTIONS

BECAUSE British periodicals now come cheaply into Canada, Canadians are able to read fuller reports of all Imperial conferences and other far-reaching movements. London is the centre of the Empire, and papers from London are as important to certain classes of Canadians as the papers of Toronto are to the residents of the smaller towns in Ontario. There was a time when British papers were mailed to Canada at eight cents a pound, and few came; now the rate is two cents a pound and many come. This was an Imperial reform which is having a tremendous effect upon Canada's familiarity with discussions, movements and political events in Great Britain.

THE establishment of the Canadian Associated Press for sending news cables from London to Canada direct was another event of similar importance. During the past fortnight, excellent and lengthy reports of the press conference have been printed in all the Canadian dailies. Before the formation of the C. A. P., practically all press cables from Great Britain were written by the correspondents of United States papers and came via New York. Now they are written by Canadians, come to Cape Breton, and are thence distributed through Canadian territory. The service is bonused by the Dominion Government and managed by a committee of Canadian publishers. The benefits are manifest, and every thinking Canadian must appreciate the value of this link in the Imperial news-chain.

THE other day the passenger manager of one of the largest Canadian railways issued instructions to the man in charge of news agents who sell papers on railway trains and at railway stations that Canadian newspapers and periodicals should have the preference so far as is consistent with the demands of the public. This is an excellent idea. When asked about it, this grand railway man said that he believed that the future of his railway was bound up absolutely with the future of Canada, and that the papers which were doing the greatest work for Canada's upbuilding should be given first consideration. This would seem to be ample justification.

Nevertheless, one cannot help feeling that British periodicals should have an equal chance with Canadian. If Canada is to play an important part in the future of the Empire, she must know the Empire's men and women, the Empire's needs and resources. In trying to develop the national life, we must not forget the Imperial life.

THE most practical result of the Imperial Press Conference will probably be the cheapening and improvement of cable facilities among the various portions of the Empire. A lower rate on cables between Great Britain and Canada would facilitate the exchange of opinions and news as well as the growth of trade. Cheaper cable service between Canada and Australia would be less important in immediate results but must be ultimately of considerable value. There is now a government-owned cable between Australia and Canada. There should be a government-owned cable between Canada and Great Britain, and no doubt the final report of the cable committee of the Press Conference, of which Mr. P. D. Ross, of Ottawa, and Mr. J. S. Brierley, of Montreal, are members, will contain a recommendation along this line. Cheaper cable rates between Canada and Great Britain will also be recommended as absolutely necessary

to improved relations between the Motherland and her greatest self-governing colony.

ALL these movements tend to improve and strengthen Imperial relations. They indicate the trend of public opinion, as well as of official action. An empire extending around the world cannot be maintained without the easiest and swiftest means of inter-communication, nor without a continuous interchange of the printed thought of each. Swift steamers, cheap postal traffic, cheap cables—these are three important parts of the Imperial bonds. Personal contact is limited; those facilities which supply the place of personal contact must be facilitated by every means which human ingenuity may invent. British capital, British brains and British labour will flow more easily into Canada as inter-communication becomes more easy and more regular. The British-Canadian Magazine Post, the Canadian Associated Press and a British-Canadian Government Cable Service are three important features in the development of that inter-communication which will continue to draw Great Britain and Canada closer together. A broader and deeper imperial sympathy in time of peace is the best guarantee of imperial unity in time of stress.

OPENING of navigation and agitation by Sir Robert Perks have combined to start afresh the talk about a new Welland Canal and the more distant Georgian Bay Canal. It is quite understandable that Sir Robert, representing a group of British capitalists, should be willing to lend us a few hundred millions on a guarantee that Canada will pay four per cent. forever. Four per cent. is a high rate of interest for the British investor who desires a Government guarantee. Consuls pay much less. That is the simple explanation of this burst of generosity.

As for a new Welland Canal with larger and deeper locks, that is a prime necessity. When steamers were one hundred to two hundred feet long, the Welland locks were long enough, wide enough and deep enough to accommodate any vessel in sight. The Sault locks are twice as long, twice as wide and nearly twice as deep. This new size was necessitated by the growth of the average steamer on the Great Lakes. Last Saturday the largest passenger vessel ever built in Canada sailed out of Collingwood harbour to take up regular work between Sarnia and Lake Superior ports. The *Hamonic*, which is the name of the new *Queen of the Lakes*, is 365 feet long, and she could not pass through the Welland Canal. Many of the larger boats in the Upper Lake trade cannot get into the Welland. Therefore a new Welland is absolutely necessary if the best use is to be made of Lake Ontario and the Upper St. Lawrence.

WILL a new Welland Canal be costly? is the preliminary question.

More than one expert has expressed the opinion that it can be built for ten million dollars. As it will be built by the Government, we may increase the price to fifteen millions. The larger Upper-Lake boats will then go to Kingston and Prescott, instead of stopping at Buffalo. The St. Lawrence canals would not need enlargement because large boats will not use long canal systems and therefore the grain must be transhipped to smaller vessels and barges to complete the journey to Montreal. With a deepened Welland canal, grain can be carried to Prescott from Port Arthur in about one half the time it would require to take it over the proposed Georgian Bay Canal route. The Welland Canal would cause the great lake boats to decrease their speed from ten to three miles per hour for only a comparatively short distance. The proposed Georgian Bay Canal would require the boats to lower their speed for ten times as great a distance. Hence it is doubtful if large vessels would use the Georgian Bay Canal even if it were feasible.

MOREOVER, the Georgian Bay Canal seems impossible. There is not sufficient water at the high point between Lake Nipissing and the Ottawa River. At this point, it would resemble other canals now famous in political discussions. Besides this physical difficulty, there is the financial difficulty. The canal would likely cost two hundred million dollars, perhaps three hundred millions. It might be as expensive as the Panama. The interest on two hundred millions at four per cent. is eight millions a year, a sum large enough to pay the freight on approximately two hundred million bushels of wheat from Fort William to Montreal every season. The cost of operation, maintenance and repairs would carry another fifty million bushels.