

The Princess of Wales a Loveable Woman.

The Princess of Wales is a very much misunderstood woman—as are all shy people. Like the Prince she often confesses that nature equipped her indifferently well for her role in life. The coldness and stiffness of her public manner, the comparative infrequency of her smiles, so often attributed to hauteur, are in reality the result of exceeding shyness. As a girl she was nervous to a painful degree, but since her marriage placed her in a position of such extreme responsibility she has unceasingly combated the inclination to shrink from public life. When one remembers that the princess royal has allowed the same kind of shyness to keep her in almost complete retirement, the magnitude of the effort made by the Princess of Wales is more completely realized. She takes the Queen as her model in most things, even to the colours she wears, the style of her hats, and her methods of hair-dressing, knowing that the Queen has always been the ideal woman of the populace.

Given the power to follow her own inclinations, the Princess of Wales would have been wife, mother and homemaker first, and the purely social would have played little part in her scheme of things. She is the staunchest friend in the world, kindly and generous to a fault, and her household and servants and children adore her. She is hospitable always and wins the love of every guest before his departure. Every room prepared for visitors is personally inspected to see that flowers, an abundance of reading matter and writing materials, good fires (in winter), and the other essentials to comfort and enjoyment are at hand.

The princess likes pretty materials, but is not an extravagant dresser, and many a middle-class woman has a larger milliner's bill. Her children, too, are clothed and fed with a simplicity that would be bitterly resented in the average middle-class home. No sweets are allowed before the age of ten, and very few afterwards; and the little ones are never permitted to ask for things at table—they must take what is proffered. These circumstances have doubtless something to do with their perfect health. Absolute obedience is exacted; but in all legitimate ways the children are encouraged to have a good time, and they are taken about freely in order that the shyness from which their royal mother suffers so keenly may be a trouble unknown to them.—*Selected.*

"Then and Now."

Dr. Silas Alward in a lecture recently delivered before the Natural History Society of New Brunswick on "Then and Now: A Quarter of a Century After," made the following comparisons, which make suggestive reading after the lapse of less than thirty years:

THEN.

The *London Truth* of Oct 3, 1881, inspired by the efforts of the railway syndicate to float a loan of \$10,000,000 of land grant bonds, said:

"The C. P. R. will run, if ever finished, through a country frost-bound for eight months of the year, and one about as forbidding as anything on the face of the earth.

"British Columbia is barren, cold, mountainous—not worth keeping. Fifty railways would not galvanize it into prosperity.

"The Canadians are not such idiots as to part with one dollar of their own for this scheme. They come to England.

"People cannot stand the cold of Manitoba. Men and cattle are frozen to death in astonishing numbers.

"Manitoba's street nuisances kill the people with malaria, or drive them mad with plagues of insects.

"It is through a death-dealing land of this kind that the railway is to run.

"Canada is one of the most overrated colonies we have. Ontario is the only sound province, and the only one where you can lend money and ever hope to see it back.

"One of these days Ontario is certain to go over to the States; when that day comes the Dominion will disappear.

"This Dominion, in short, is a fraud and bound to burst up like any other fraud."

NOW.

The amusing part of all this is that a few weeks ago *London Truth* advised the purchase of what it termed "Our old favorite, the C. P. R."

The C. P. R. now has 10,048 miles of railway in Canada nearly 5,000 miles owned or controlled in the United States, and 10,000 miles of steamship lines on the Atlantic and Pacific Oceans, making 25,000 miles of transportation system, enough to encircle the globe and by far the biggest of any transportation company in the world. The gross earnings of the C. P. R. nearly reach \$100,000,000 a year.

The United States must ultimately buy wheat from Canada where only the fringe of the wheat-growing lands has been touched upon.

Into that "frost-bound" country the past year have come 200,000 immigrants, nearly half of whom are from the United States, bringing a capital of \$90,000,000 in cash, implements and stock. The value of last year's wheat crop is \$120,000,000. This in the face of what Archbishop Tache said in 1870, "the valleys of the Red River and Saskatchewan can never grow wheat."

The purchase of the Northwest Territories for \$1,500,000 from the Hudson Bay Company was met with a storm of opposition in 1868. Sir Wilfrid Laurier said in Toronto on the 8th of January last: "There had been much shaking