

fifteen pounds heavier than oats grown elsewhere. Alberta barley takes first choice of the Eastern breweries. Another of those silver spoons is its live stock possibilities. From a ranch near Calgary came Robin Adair, a brave-looking hackney, which trotted over to the St. Louis World's Fair to pick up a first prize. Alberta cattle is known by the men who sail in ships. It is worthy of exportation. The district of which the exhibition will tell owes much to Providence. Folks admit that between whiles. The Chinook winds, from the banks of the lower Columbia River, help to make an ideal climate. Stories of the fifty-feet-of-snow and the frozen-to-death variety, are only money-making devices for tickling the ears of far-away Yankees. This July many of our neighbors across the international boundary will press Calgarywards. They will smile then at those winter fairy tales.

A happy thought when you are traipsing around the fair grounds—Calgary is but one city of dozens building up a wonderful country in the West. One will learn more, perhaps, in July of Alberta than any other Province, more of Calgary than any other city. An elasticity of conscience allows human beings to say everything good of themselves. Others may do likewise. Let your imagination slip away for a little trip across Alberta. You cannot forget the City of Silver Spoons anyway. It is helping to make things.

OF THE ETERNAL TOPIC.

A blanket of mystery has enveloped the Steel-Coal dispute. Whisperings as to what will and what will not happen are heard; semi-official announcements, sufficiently tinged with wisecracking, have been made; and the disputing companies have all but engaged in controversy of the You're Another variety. Added to this were the conflicting cables of which the disputants knew nothing, and the delay, the onus of which each placed upon the other's shoulders. In the midst of the interest thus aroused, the primary points have been overlooked.

Two industrial companies came to logger-heads. Wisely or unwisely, they decided to allow a third party to intervene. In two judicial courts a decision was given against one of the companies. Still feeling dissatisfied, an appeal was made to the highest court of all, the Privy Council. Then came the peace conferences in which peace seems to have been a Will o' the wisp. Of talk regarding pressure to enforce an amicable agreement there has been much. Mr. Plummer once said they are deciding their dispute in the courts which a Canadian constitution has granted for that purpose. Outside pressure therefore, stands in a somewhat peculiar position.

Four ways are open to end the dispute. Mr. Plummer must give way; Mr. Ross must give way; the Privy Council must give their decision; or the companies must be forced to a pacific agreement. It has been hinted that the banks will help to accomplish the last-named feat. But this is a long step. They, and everyone else are anxious that the case should be settled. To force olive sentiment would be found more difficult in practice than it appears upon paper. The consequences of the decision by the Privy Council are naturally serious. One company's back will be broken. This fact alone should be sufficient to brink the conflicting parties to terms. The Coal Company doubtless will have to make further concessions before the Steel Company feels the right ground for discussion is being paced.

STILL TALKING VIADUCTS.

Some seventeen or eighteen years ago a report was made upon a viaduct scheme for Toronto. This fact was elicited in examination during the sitting of the Dominion Railway Commission last week. So the subject, without bickering, can take honors for age. Considering the proposal from the technical viewpoint, there is little

else but a labyrinth of arguments and figures. Looking at the question from a purely commonsense stand, it is a matter of wonder that a maze of tracks on Toronto's waterfront should tell a story of backwardness to thousands of visitors, if only those who stream in through the tourist funnel of Lake Ontario. A glance at the ruins monument to the Toronto conflagration of four years ago, might lead to a conclusion that this backwardness is native.

The science of progress, the plane of civilization, are judged by the respect a country holds for life and property. When it is possible to witness holiday folk climbing beneath railway cars in order to cross a track, the estimate of American civilization drops a notch. In older countries the railways would not fight such a viaduct project; they would help it. In this instance it is one, technicalities aside, which ultimately will benefit the transportation companies, as also a city, which must, in the course of things, become a leading metropolis of the continent. If precedent is needed it can be found almost anywhere.

The fate of so many public undertakings is decided by legal battles. Take the present case. A witness for the city was upon the witness stand for some ten hours. He was examined, cross-examined, and cross-examined crossly. There is admiration for the dogged persistency of the legal luminary; there is sympathy, too, for the resistance of the witness. Cross-examination is a fine art; it takes skilled men to carry it on. A witness was asked how he computed certain strains. By various tables, was his reply. But counsel would not accept this, desiring to know exactly how the computations were made. In other words, the witness should have several hundred pages of figures memorized.

The city has a scheme for raising passenger and freight traffic upon a viaduct. The Board of Trade proposes to raise only the passenger tracks; while the railways propose to bridge here and there when and where necessary. There is evidently a belief that the passenger train is the danger vehicle. A glance at the railway statistics for the year ended June, 1907, shows that 70 passengers were killed and 352 injured on Canadian railways. This is the record of passenger trains as a twentieth century juggernaut. The number of employees killed was 249 and 1,126 injured. Under the heading struck by trains, locomotives or cars it is seen that 85 were killed and 130 injured. It is impossible to tell how many of these employees' lives were sacrificed to the progress of passenger and freight trains, respectively. Another pertinent head is trespassers, and they figure largely in the casualty list—195 killed and 125 injured. It is significant that under this heading is included a person at a public crossing, or at a railway station. The Deputy Minister of the Railway Department states in his report that such accidents occurred to persons who had attempted to cross the track or pass under or over trains in cities when the guard-gates were down. It must be remembered that some crossings are without guard-gates. In one way and another, whether as trespassers or non-trespassers, 69 persons were killed at crossings during the twelve-month period, and 67 injured. From these figures one can gather only a vague idea of the destructive power, respectively, of freight and passenger trains. But in them there is ample viaduct argument.

Toronto may get its viaduct after a strenuous fight. Opposition may prevent other cities from waging war. It would never do for the country to catch a viaduct epidemic.

EDITORIAL NOTES

The boxes containing the ballots cast in the McClelland-Hearst mayoralty contest in New York, nearly three years ago, which have been the object of litigation since that election day, are to be opened. This is the decision of the Supreme Court. The humour is not in the