Making Better Policemen—Hints at Convention

Montreal Witness: These extracts from the proceedings of the Police Chiefs' Convention will give an idea of a line of discussion not reported during the meetings:

Chief Harrison (Westmount).—Mr. President and Gentlemen: I have not prepared any formal paper. It is one of those things I am hardly able to do; but last year I ventured to submit for your consideration, two or three points which seemed to me useful, and I will try to offer two or three this morning.

Last year I begged to submit that we should try to aim at some standard of fitness for constables, and we should try to aim at some standard of efficiency for police departments, and we should try to get some independent inspection thereof. This morning I would like to submit to you that, with the complex system of civilization as we now have it in large cities like Montreal, traffic very heavy, vehicles of sorts and scientific arrangements of poles and wires over house tops and streets, that it requires a greater degree of efficiency on the part of a constable than it ever did before, and it will need all his intelligence to meet the difficulties of street traffic, and all the opportunities of preventing offences, and his being able to report intelligently to his authorities whatsoever he sees which will be useful to them. I have observed in various towns from time to time visited, and by conversation with constables here and there, that there does not seem to be any systematic education of a constable in the local by-laws which he has particularly to deal with, and with the commoner points of the criminal code, such as the vagrancy act and the cruelty to animals act, and some other matters with which he has frequently to deal. Therefore, this morning, I wanted to submit, whether your force is large or small—if it is large the man in charge of district stations—if it is small perhaps the chief constable himself, should be charged with the responsibility of, not spasmodically but regularly reading through and explaining as clearly as he can, the different provisions of such local by-laws, varying, as they do, from town to town, with which his constables have to deal. And there should be the invitation to constables to ask questions, for it is useful to the teacher as well as to the taught, to thoroughly understand the provisions of the acts, which I have ventured to name, in order that they may have an intelligent and clear idea of their provisions.

You know that very often at nights, and sometimes in the day, our constables are armed with revolvers, dangerous weapons of defence, as in Montreal. There are difficulties known to so many men in Toronto and other towns, the difficulties of a foreign population who have been bred to notions entirely different from those Britishers have been brought up to, who are ever ready to stab and shoot; and it seems to me we should not arm our constables until they have passed through some efficient instruction in the handling of these weapons, that they should be taught how to use them either for offence or defence, and know the law on the subject.

I am not talking of any particular person or any particular place now. Sometimes our constables, and perhaps ourselves, are not so careful, as has been pointed out, particularly by Chief Carpenter the other day, in the manner of addressing citizens, in telephoning, or conversation directly with persons on the street, on matters of business or questions that may happen to be put, the tone of one's voice, sometimes, and the manner of discharge or dismissing a person with whom you have had a conversation has sometimes much to do in the estimation in which you may be held, and as the character of the force is usually based on the character of the individual person constituting it, it behooves us to be carefully instructed ourselves, and to be very cautious to those under our authority, that they should be suasive and considerate in any communications they may have to make; and it seems to me a topographical knowledge of the district in which a man is located is a very important thing. And we should repeat those military exercises which have to do with matters of courtesy, such as saluting, and modes of address.

I might give an instance, in which, some time ago, I had occasion to ask in a town the location of a particular bank. I did not know where it was, and the constable sent me a distance of at least three-quarters of a mile to the bank for which I had asked him, but it was not there, and by-and-by somebody suggested I go and get a directory and look it up, and I found that the particular bank which I was looking for was inside the stone wall against which the constable's back was reared, when I asked him the question.

Some little time ago I was observing a lady, who was seated in a very fine carriage, with liveried attendants, asking a question from a constable, and it seemed to me that in talking to somebody, either of a distinguished social or other person of learning or standing in social, military or civic circles, he might have raised his hat or saluted on addressing or leaving them, and two or three times he said in my hearing, 'What is that?' 'What is that?' 'What did you say?' It seems to me we should carry out a business system of regular instruction in such military exercises as may help in matters of conference with citizens generally and I am sure this would create a good impression.

The next thing I would suggest to the constables is this: It might apply to Montreal, but it does not apply to Toronto.

On our wharves and busy corners, near large manufacturing establishments, where street traffic is heavy, if all the constables in those neighborhoods had been fairly well instructed in first aid to the sick or injured, oftentimes, life would be saved, many a small fracture would be prevented from becoming a compound one, in the case of sudden accident. I know in our own place we had (which we should not have had), but we had the honor of being the first in the Province of Quebec or possibly east of Toronto, to give any instructions to the constables in first aid to the sick and injured. I would suggest that the chief constables should give instructions to the constables in first aid to the sick and injured. The constables or officers can easily be identified by carrying a badge, which would easily establish their bona fides. I have known of a case where a man arrested a violent prisoner, who afterwards said his leg was put out of joint. The constable in charge of the station smiled and thought he was feigning, and another man who had passed an ambulance examination declared it was a fact, and we called a doctor, who did not see anything the matter, but he sent us a bill for a couple of dollars. One of our men, who is now employed in a bank on St. James street, with another constable took and reset the man's joint and he got up and danced for them; he was delighted.

Similarly, many cases of accident have occurred and some cases of dangerous illness have happened in which the police of our municipality have been able to render such aid, and several medical men of the city of Montreal have complimented them by letter and rewarded them in other ways. I heartily desire to enlist the sympathy of the chief constables here on behalf of the St. John's Ambulance Corps.

I thank you for your attention.

Inspector McLelland (Toronto)—Mr. President and gentlemen,—I have just been outside the door on matters of business, and I have just heard a moment ago that the question of the St. John's Ambulance Association was referred to. I might tell the members of the convention that we have an institution of that kind in connection with the Toronto police department. As soon as we have a man in our service, say six or twelve months, we call him in and organize a class and get him to go through a regular course of instruction, and after five or six lectures, the number required by the curriculum or examiner, all the men are examined, and those who get a certain number of marks receive certificates and the results are sent to England. The result, so far, has been exceedingly gratifying. About a year ago a citizen met with a very serious accident. If I remember rightly, his leg was cut off, and a constable appeared on the spot almost immediately and took out his handkerchief and rendered first aid. With the assistance of his baton and a handkerchief he saved the man's life. The doctor stated so. There are some other instances, but this is about the most important one and the most satisfactory result; so I think we have about seventy-five or eighty per cent. of the members of our department who have obtained a certificate from the St. John's Ambulance Association for first aid to the injured.

Mr. Bragg—If I might add a word, though I am an honorary member of your association, I would like to emphasize what Chief Harrison and Inspector McClelland have said about the St. John's Ambulance Association. It is a very easy matter to qualify in. I have the honor of holding two certificates myself from that association. In fact, I formed one of the first classes that was formed in the town which Chief Harrison comes from, in the north of England, and we started that club, of all places in the world, in a literary club. It is a thing a good many people fight shy of because people think it is a long technical study. It is not anything of the sort. It is simply to know whether a man's arm is broken or out of joint, and I remember the instruction of the doctor was particularly this: The first question asked by the doctor is, 'If you saw a man lying on the street, what would you do?' The first answer is, 'Send for a doctor.' It is not taking away from the doctor's work at all. It is simply a question of the expressive word first aid.' I remember an instance of a relative who met with an accident and in order to ascertain whether his leg was broken, the people stood him on his leg to see if it was broken. Simple training of the St. John's Ambulance Association shows at once what should be done in a case like that, and as it is one point on which I might be permitted to talk, I would urge very strongly that Chief Harrison's remarks be taken up and carried into effect by every chief constable belonging to this association. I remember the last time I went up from the north to London, I picked up a morning paper in the train and I read three distinct cases where three lives had been saved in the British Isles by the St. John's Ambulance Association. If a man knows what to do when a man is apparently bleeding to death, he can save the man's life. A man does not need to be a doctor. He can save it in the simplest way and keep the man alive until the doctor comes. This is one of the points on which I can urge you to your own advantage and the advantage of the great public that is in your care.

Chief Carpenter (Montreal): Mr. President and gentlemen: I have been much interested in Chief Harrison's address. He has thrown out some very useful hints, and if followed by the members of this association, they will be productive of good. Too much importance cannot be attached to the conduct of the individual policeman. He should be made to realize if he does not already, that the credit of the police department of which he is a member largely depends upon his conduct and bearing. Now I think this is something which many policemen forget. When asked for information by strangers and others, he should be prepared to give it, he should try to get the information for them instead of sending them around to get it for themselves. It would be very easy for him, if he were asked by a stranger or a citizen, to be directed to some public building or some street, if he did not know just where it was located, to step into a store or some place, and look over a directory and get the information. That is very simple, and it would have a very good effect indeed upon the people. It would leave the person seeking the information with a very good impression, not only of the policeman, but of the force to which he belongs. It is in those little things that the department acquires a reputation or gets into disrepute.

Chief Slemin (Brantford): Mr. President, I do not want to occupy your time, but I thoroughly endorse the remarks of Chief Carpenter. I do not think I can add much to what has been said, but it is really a question of great importance to the chiefs of police of this Dominion to train their men to leave an impression with the public that citizens visiting our towns and cities conclude they know something, at least a little, by acting and behaving as gentlemen. Strangers visiting our towns and cities will go away with the impression that not only the policemen, but the citizens are to be congratulated upon the intelligence and efficiency of our police forces. Chief Harrison touched upon foreign elements. I think sir, that I have to deal with about as many, according to the population of our city, as anywhere. Three years ago we had 800, today we have from 1,000 to 1,200, and it is just like training a young policeman. We have to educate our foreign people, to teach them the law. I, for one, with the assistance of my officers, go around to houses of from 15 to 20 or 35, and in some places, 40. I have four interpreters; some can speak four languages, and when they come into my city, I go around and have the law interpreted to them, and I have them instructed that if they don't abide by our laws, when they are going to earn their living, we will have to enforce the law and make them. We found during the last three years a great improvement in law and order in the city of Brantford, and when they come before our magistrate they are made to feel that they will have to be law-abiding citizens. A great deal depends upon the efficiency of the police force, and while I am on my feet I would ask that our officers and our policemen or the patrolmen assist us to keep up the dignity of the department to which they belong. It is all very well for us to promise things, but how are we to have them carried out if we have not officers intelligent enough to take an interest in the department to which they belong, and the property with which they are intrusted, just the same as if they owned it themselves. My instructions are to a patrolman from the first steps he puts on the beat, to try to instil into his mind the fact that he should, if he is going to make a success of his business, consider that property he is put in charge of should be as carefully guarded as though it were his own, and when he does that, it will be a very, very easy matter for him to learn police duty, and if he wishes to remain on the force he will not have to pull any wires to get promotion. We find them generally in the first rank. Why? Simply because they are earning the money of citizens. We take that obligation and should carry it out, and I wish to say in conclusion that we ought to be loyal to our chief, to our officers, and to the citizens whom we have promised to protect.

Chief Dalgleish (Kenora)—Would Chief Harrison explain how to get the necessary instruction regarding the St. John's Ambulance Corps.

Chief Harrison (Westmount)—Mr. President, replying to the question forthwith, if you wish to connect with the St. John Ambulance Association, which is the oldest association of that kind, which has the largest membership in the English-speaking world, and has amongst its members people of the greatest distinction, social, military, civil and amongst police circles—the first thing to do is to communicate with the secretary. Address the secretary of the St. John's Ambulance Association, London, England, and that will bring a reply. If the gentleman will send me his name and address I will furnish him with the necessary pamphlets and circulars, or in Toronto, if you want to communicate with Dr. Ryerson, who has taken a very great interest in the St. John's Ambulance movement, I am sure he will furnish you with all the necessary pamphlets and literature on the subject. A class may consist of any number of persons. Our original class at Westmount consisted of seven or eight constables; and we had a class in which we had several managers if iron foundries, railway clerks and one of the engineers of the Montreal Harbor Board and a superintendent of the Royal Electric Light Company, and we had a nursing class in which we had some of the best elements in Montreal, who reside on or above Sherbrooke street, and we have had several lecturers who have given their services gratuitously, who consider this is a very intelligent and helpful way of serving their neighbors and friends. You would be delighted to see your constables wearing ambulance badges, and the people, and the citizens generally, in cases of accident are bound to take that man's directions promptly. We have had epileptics who were arrested for being drunk and promptly discharged, because it was discovered that they had not been drunk at all. We have had medical men, Dr. Skane, Dr. Perrigo, and many others who have sent us complimentary letters for help rendered by constables in sudden accidents. The first time I went to Toronto I observed a man with a badge at the railway station. There was not a man in Montreal who knew about it. I was in a railway service for five years. A man met with a serious accident at a crossing once, he had his hand cut off at the railway crossing and a man whom I knew said 'I will go and get the ambulance box.' I said 'I don't think it will be needed.' When he brought the box, however, the liniment was gone, the bandages were all torn up; the box was practically empty. Nobody had paid any attention to it. There was nobody there who had ever received any insructions in the business. The ambulance box was placed there and there left without any attention whatsoever. In a town where I was once, they had a handcart ambulance, all fitted up with baskets and everything. It was difficult to find the wheels for dust and dirt and rags and chips and everything. Nobody had received any special instructions how to operate it. This was in an Ontario town. Now, if you will take this up, gentlemen, you will encourage the people to have confidence in you, and you will make yourselves feel individually more useful to the community who pays our salaries, and whom we are anxious to serve.

Inspector McClelland (Toronto) — If this matter is ended, I would like to make a suggestion or two in connection with the publishing of the proceedings of the meeting here.

Deputy Chief Stark (Toronto)—That is not in order yet. Let me just supplement to what Inspector McLelland has said, something regarding the Ambulance Association work in Toronto. We offer our men inducement to study this matter, to qualify for the examination. Of course every man who joins the force is obliged to attend the classes. You remember the old saying that it is an easy matter to ride a horse up to the trough, but you cannot always make him drink, and you know if a man does not take an interest in the matter, if he approaches it in a mechanical sort of way—and too often it is a question with him as to how not to do it—he is listless and indifferent, and he does not care whether he passes the examination or not. He approaches the question altogether with an air of indifference. That indicates that he does not care whether he makes a success or not. We have men on the force today who have attended perhaps two courses of these lectures and failed to pass. Our force in Toronto is divided into three classes. When a man commences his salary starts at $700 a year. After he has been on the force twelve months, he has been promoted into the second class, where is paid $800 a year. And he serves four years in that class. If his conduct has been satisfactory at the end of four years in the second class, that is five years altogether, then he is promoted into the first class, where his salary is fixed at $900 a year. Now, as an inducement to our men to perfect themselves in this matter the rule is that every man who passes the necessary examination, that is, who obtains a certain percentage of the necessary marks, then he is given, I think it is, three months towards promotion to the next class to which he is entitled. Here is a constable who has been on perhaps three or four months, when he enters the ambulance class. He passes the examination; he is given his ambulance badge and his certificate, and instead of waiting until the twelve months are up, before he is promoted into the next class, his promotion comes at the end of nine months. Now, you see there is an inducement. The inducement is for the man to apply himself and perfect himself in that way.

Chief Dalgleish (Kenora):—In taking a course do they get the time off to take it?

Deputy-Chief Starke (Toronto):—That depends what duty the man is on. We have a fixed hour for the lecturer, and one provision of the association is that you cannot get more than one lecture in seven days. We fix a day and an hour that is suitable to the doctor who has charge of the work, or the medical man who makes the lectures. Usually the hour is, say Thursday of each week, from two to three o'clock. Now, all the constables of the recent appointment who have not already passed the examination are ordered to attend that class. It does not matter what duty they are on. If they happen to be on night duty and they are off at that hour, of course they may attend. It is precisely the same as drill.

Chief Harrison (Westmount);—Permit me for a moment to say this: I am glad you are manifesting an intelligent interest in the movement. Diagrams will help you. We have borrowed diagrams and various bones from McGill. You also want patients, and sometimes we buy a patient for half a dollar. It is very useful to have as a patient somebody you can operate on without killing him. I have a boy here whom we borrowed for this very purpose.

Keir Hardie Talks on Social Problems—Vastness of the Dominion

Winnipeg Telegram: The Central Congregational church was crowded last evening to listen to an address from Keir Hardie. The chair was occupied by A. W. Puttee, president of the Winnipeg branch of the Canadian labor party and he was supported by members and delegates of the trades and labor council, and presidents of various trades unions, including, W. Noble, H. Alberts, J. Terthum, C. Chambers, H. Brooks, W. Bartlett, (secretary trades council), James Hawthorn, A. H. Hutchinson (secretary of the Musicians trades union), Professor Osborne, Wesley college, Mrs. Davis and Mrs. Iveson, Salford, England, (two members of the Suffragist movement), W. Buchanan, Rev. J. L. Gordon, T. Turnock, Controller Garson, etc.

It is interesting to note that amongst the audience was one of the four men who nominated J. Keir Hardie at his last election when the Conservative administration was defeated, and that Mrs. Davis, who appeared on the platform, underwent a month's imprisonment in England in connection with the Suffragist disturbances.

Prior to the meeting the North End band paraded parts of the city to attract people to the meeting. In the audience was quite a large sprinkling of ladies who appeared to be interested listeners to the addresses on many subjects that are arousing interest in the old country. The proceedings throughout were most enthusiastic.

The Chairman's Introduction

The meeting commenced about 8.15 with a few remarks from the chairman who mentioned that Keir Hardie was in far better health since he started on that trip. (Applause). Although he had only just started there was every hope and expectation that he would arrive back in the old country towards the end of the year renewed in health and reinvigorated to carry on the struggle in which he had spent his whole life. (Applause). They of the Canadian labor party heartily welcomed Keir Hardie to their city and to the Dominion. At the close of the meeting an informal meeting would be held in the schoolroom so that those who wished to meet their visitor might do so. (Applause.)

Keir Hardie Speaks

Keir Hardie, who met with quite an ovation, suggested that one danger which a visitor ran in coming to Canada was being overwhelmed with kindness. Since he set foot on their shores at Quebec a few days ago he had received such hospitality as might have made a younger man vain.

Speaking of the vastness of Canada, he said one often heard about Canada, its greatness and its size, but until one had attempted to travel over it, even keeping to the main trunk lines, it was very difficult indeed to form a conception of what that size really amounted to. At home they had a good conceit of themselves and spoke of "the mother country and the colonies," the colonies being dependencies scattered over various parts of the world, but when one got to Canada and found that the mother country might be towed out and submerged in one of the Canadian lakes and still leave room for children to paddle on the shore of the lake, one was apt to have one's pride taken down a bit. He believed they were destined to become a great nation.

Speaking of the Canadian government, he said it rejoiced him to find that, despite the troubles of the past, despite the mixture of the population, Canada was contented with the form of rule which obtained in their midst. That he believed to be the outcome of the complete self-government they enjoyed. He knew of but two parts of the British empire where there was real discontent—one was India and the other was Ireland, and in both cases the discontent arose from the same root fault—the failure of British statesmen to trust the people with the making of their own laws. (Applause.)

Necessity for Trades Unions

Turning to the question of labor, he said, though some of the men had left the old country, they had no right to abandon their old principles. The trades union movement was as much a necessity for the protection of the worker in Canada as it was at home in Great Britain. (Applause.) They had their own problems to solve and he was certain they would be solved as they had been in the past. The labor question was not a British product. Wherever there was a working class population there was a labor problem crying aloud for solution. In every civilized nation of the earth where there was a movement growing up that would not be speedily allayed. All over the world the labor movement was gathering strength. In England, he said, the thirty-two members of the Labor party in the house of commons would probably become 100 at the next general election. (Applause.)

The whole of the trades unions in Great Britain, with the exception of the Miners' Federation, were allied with the Independent Labor Party, and they would fall into line next year. Speaking of the cost of keeping the labor members of parliament, he said four cents per year per head of the labor party would keep forty members and eight cents keep eighty. If necessary the forty cents would become eighty cents with the greatest pleasure. He wanted to see members of parliament paid for their services. The Labor party, he explained stood aloof from all political parties, and sat in opposition to whatever government might be in power. That was going to prove the salvation of the Labor party. They no longer followed blindly the opinions made for them by politicians and the press as they had done in the past. Had there been a Labor party thirty strong in the house of commons the late Boer war would never have taken place.

Protecting and "Grafting"

Touching briefly on the question of preferential tariffs he said they were asked to believe if this were accomplished Canada would benefit, Britain would benefit, and nobody would be the worse. It reminded him of Sidney Smith's definition of socialism, that everyone was to live by taking in his neighbor's washing. He did not intend to discuss preference or protection. So far as Canada was concerned he had no opinions on the subject. If however, there was to be an agreement between the mother country and the Dominion the class most interested was the working class.

There was, he said a good many evils in the old country, but he had run up against one growth in Canada he had not been able to explain. They had a mysterious plant called graft. They did not want to introduce that plant on the other side. In his opinion protection and that plant of noxious growth were usually seen blossoming together.

According to their board of trade returns, the average earnings of their working class population, when fully employed, worked out at 22s. 6d. a week, but making allowance for broken time, the average was 17s. 6d. As a consequence they had some 14,000,000 or 15,000,000 who, within a week of being thrust out of work were dependent upon charity. Yet the wealth of the old land was growing beyond the dreams of the most visionary minded magnate of half a century. They were adding to their wealth at the rate of £2,000,000 per annum every year. Concluding, he said: "You have reason to be thankful here that militarism and imperialism are practically unknown in your midst. All that pertains to war, including preparations, is anti-democratic and injurious to the cause of true progress, and this great world-wide movement, which is growing up and developing so rapidly, is binding the common peoples of all lands together in a determination to usher in a reign of peace, not only in the field of warfare, but also in the field of industrial life. Socialism represents the new spirit.

"We have been told that selfishness is the main-spring of human action, and as such it must be cultivated and examined. If ever doctrine came from the bottomless pit direct, that, surely, is the doctrine.

"Our commerce, our arts, science, literature, are welding the races of the world into one, and I look forward hopefully to the time when these racial and other animosities which divide us today shall have disappeared, and when each individual and each race will find his and their highest good in their neighbor's welfare."

Mr. Hardie sat down amidst much cheering, and when he acknowledged the vote of thanks another ovation was accorded him.

Machine to Measure Nerve Force

Two wonderful machines have been perfected for measuring a mysterious human power known as "nerve force"—a power of which no satisfactory explanation can be offered by science. The one machine is known as a "biometer," a suspended copper needle three inches long; the other as a "sthenometer," a balanced straw eight inches long, both being completely enclosed by glass.

If a human hand be held over one or other of these machines, the needle is rotated through 20 to 60 degrees, and so remains for a fixed time, for what reason no one precisely knows. There is no possibility of illusion or the movement being caused by any other force than the hand, for without it the needle does not move.

Dr. A. T. Schofield, who writes on this seeming miracle in the Contemporary Review, says:—

We are now face to face with a demonstable force, the nature of which is scientifically unknown.

One doctor has conducted over 5,000 observations on it, so that the facts are pretty well established. I have experimented with it for nearly two years, and can find no scientific cause for the movement of the straw. The inventor of the sthenometer has for six years made exhaustive experiments with his machine, and all that we can say is that it measures "nerve force."

But what is nerve force? Of course, answers are not wanting, and to the imaginative, as to the "sensitive" and "clairvoyant" all is simple. "It is a vibratory ether projected from the body in various ways, according to the state of health." As "seen" by men of repute who have these spiritual gifts, and carefully investigated for years, the emanations consist of innumerable hairs, which are not actually hairs, but very fine tubes, containing a reddish "fluid." The source of these hairs appears to be the touch corpuscles which abound in the hand. In health the hairs stand straight out at right angles to the body; in feeble health they droop, and fall downward against the body, while in any form of mental trouble, conscious or unconscious, they are all tangled in masses as in a quick-set hedge. These appearances have not only been described, but photographed, some in one way and some in another.

Dr. Schofield has discovered that the movement caused by the right hand exceeds that caused by the left hand by some 10 degrees.

"In my own case," says he, "the right hand registers 42 degrees and the left 31 degrees, which may be taken as a fair normal average. After a severe 'fit' and in certain other conditions the straw will not move at all for either hand, sufficiently disproving that heat is the motive power, for the hand is quite warm. In certain other cases the left movement is constantly more than the right; while in others, while the right may move 50 degrees, the left does not stir. It will be seen therefore, that there is every possible variety in the attractive force of the two hands, and it is very interesting to watch by the aid of this machine the gradual return to full nervous energy."

With a steam consumption of fifteen pounds per horse-power when the turbines are developing 65,000 horse-power, the boilers of the new Cunard steamship Lusitania, it is calculated, will have to evaporate each hour 435 tons of water, which will require fifty tons of coal—or 1200 tons per day. For an average trip of five days the consumption will be 6,000 tons. In this time the water evaporated will be 52,200 tons, and the weight of air required for the furnaces will be 84,000 tons.

News of Railways of Western Canada—An Important Excursion

The first important excursion to be run over the new Spokane International, the link which is utilized by the C. P. R. in its Spokane-St. Paul service, is under the auspices of the Spokane Chamber of Commerce, comprising 150 of the representative business men of the city, who are taking advantage of obtaining a trip into new country to which heretofore they had no access. The formal inauguration of the service, which was established on the first of July by the C. P. R., indicated how valuable was the Spokane international branch in the establishment of the new service, and now that trains are daily running under the direction of the C. P. R. from the Twin Cities to Spokane its importance is being increasingly demonstrated.

The Spokane International road is owned and operated by D. C. Corbin, and runs in a northeasterly direction from Spokane to a connection with the Canadian Pacific at Kingsgate. From there the route is due east to a connection with the Soo line, which runs southwesterly to St. Paul and Minneapolis, and giving a service between the two terminal points of the route, which has time schedule of 45½ hours.

In more ways than one the strategic importance of the International is demonstrated. The Soo line is under the jurisdiction and operation of the Canadian Pacific and even though Mr. Corbin's road is owned and operated by himself it is run most favorably to the C. P. R. All through the developments of the western country the Great Northern interests have been making raids on the territory of the Canadian Pacific in the north country, and on the regions which were supposed to be the Harriman preserves on the south. Information which has been received now states that connection will be made with Spokane with the O. R. & N., an important link in this portion of the Harriman system, and that through sleepers will soon be running from Portland to the Twin Cities over the new route. Thus by two retaliatory measures are onslaughts made on the Hill interests. By means of the Spokane International the C. P. R. gets a direct competitive route westward and southward through Hill territory, while the O. R. & N. gives a similar competitive route northward and eastward.

The recent announcement by President Mackenzie of the C. N. R. that the Hudson Bay road would be completed in three years' time will, if carried out, be a step in the solution of a problem which has long been before the western public. No matter how expeditiously the grain transportation of the country may be conducted there remains the fact that there is the choice of only two grain routes. With the country producing in the neighborhood of a hundred million bushel crop, this may do, but past experiences have shown conclusively how inadequate is the service when the exigencies of the country demand not only thousands of cars daily to start the crop on the way to the market, but as many more to bring in those necessaries which the welfare of the people demand.

The distance to Montreal by way of Chicago is 1,703 miles. To Montreal by way of the C. P. R. all rail, is 1,434 miles. To the sea coast by way of Fort Churchill going by way of the west side of Lake Winnipeg is at most 650 miles, or less than half the shortest of either of these other routes, a route which makes a remarkable saving in distance, and dispenses with the additional trouble of trans-shipment at Montreal.

The following table of distances which was compiled and quoted in the house of commons last season in support of the Hudson's Bay route shows both the land and sea freight distance which would be saved.

	Miles.
New York to Liverpool	3,049
Montreal to Liverpool	2,990
Fort Churchill to Liverpool	2,926
Winnipeg to Montreal via Chicago	1,703
Winnipeg to Fort Churchill by way of the west side of Lake Winnipeg	650
Winnipeg to Liverpool via Chicago and Montreal	4,693
Winnipeg to Liverpool, via C. P. R.	4,424
Winnipeg to Liverpool via Fort Churchill	3,676

Here is shown a saving of 878 miles from the fact that Winnipeg is that much nearer Liverpool by way of the Hudson's Bay port, than by way of the C. P. R. A comparison with the route by way of Chicago and Montreal shows a saving of 1,117 miles. Of this distance there is only a saving of sixty-four miles by sea, the remaining distance being a distinct gain over the land routes, an economy which, computed in the dollars and cents of railway freight rates, means a saving of millions of dollars.

The railways history of the west shows that the first attempt to construct the Hudson's Bay route from Winnipeg was made in the latter part of the eighties. The work progressed far enough for the company to actually complete about forty miles, but the directors found it then impossible to continue the work. The section completed was acquired by Mackenzie and Mann, the controlling magnates of the C. N. R., and even though now operated as part of their system, does not form a part of the proposed Hudson's Bay route. The Canadian Northern began the construction of the line to the Hudson's Bay in 1894, going northwesterly from Gladstone. In the opening up of new country the line has now been extended as far as the Manitoba boundary, and beyond to Prince Albert. The real road to the port at Fort Churchill was begun from Erwood, a point on the Saskatchewan extension of the line, which was commenced in 1894. One year ago the construction of the road proper was continued, with the result that it was extended as far as the Saskatchewan river. This leaves a distance of 474 miles yet to be completed.

The statement that the road will be completed within three years is made on the authority of William Mackenzie on his recent visit to the city. The experiences of the last winter may have compelled the directors to divert some of their energies to the improvement of the road in other quarters. At any rate work is being forged ahead as fast as possible on the C. N. R. The officials state that the equipment of the road is being improved and increased as rapidly as possible. New roundhouses are being built at Portage la Prairie and Dauphin. A large new station is being built at Brandon and the capacity of the yards is being increased. New freight sheds are being constructed at Humboldt and Vermillion, and new stations at Ashburn, Lamont and Dalmeny. At Edmonton and Battleford the size of the freight sheds will be doubled, and at Saskatoon a new station, roundhouse and shops will be rushed to completion as fast as help is available. Ballasting is being done as rapidly as time will permit, and while the system may be far from perfect by the end of the season, it will, according to the officials, be placed on a far higher plane of serviceable operation than was in vogue during the past winter.

The C.P.R. have taken tenders for 14,000 cubic feet of wooden piles which will be required for the construction of a sub-structure for the new bridge over the Belly river at Lethbridge. The structure will be the largest on the system of the construction route of the road, and in fact will probably be the longest in the world. The bridge will consist of sixty-seven spans which, from face to face of masonry ballast walls, will have a total aggregate length of 5,327 feet, thus making it nearly a mile in length. The superstructure will also be of the most modern and perfect construction and will be of steel trestle. For about two-thirds of its length it will have a height of 290 feet to 325 feet from base rail to the ground line. The steel to be used in the work will be manufactured by the Canadian Bridge company of Walkerville, Ont.