

S WILL HAPPEN, BUT—

an who travels is constantly facing death
e goes out, but does he know that he
is unwelcome to mostly every man, and
which is religiously avoided. The point is
ave our serious attention. Prevent acci-
at how about providing against such a
ld we not give our families the first
it to-day that their maintenance is as-

ple of weeks alone how many lives have
this death-dealing reaper. There have
y day on different roads, any one of
ave easily been in, and happening right
nity. There is no need for exact figures
every time you pick up a paper you read
ning with a greater or lesser number of
only comfort given is, "Accidents will
not often."

as these prove that without doubt you
at insurance. We all know the story of
"Wolf, wolf," but this is no wolf story.
it appals us.

just going along in the same old way of
and when to-day is over pray that no
orrow. All well and good, but you can
r.

e this and we feel sure you must, why
insurance to-day. Why not then a policy
es its face value in event of loss of life
asters,—the Triple Indemnity Policy is—
Accident and Guarantee Corporation,
ing, Toronto. There is no experiment—
is one that is devoid of all annoying
s lived up to without exception. You
spells, so investigate this at once. (adv.)

hewan and Alberta

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Absorbed the INTERCOLONIAL JOURNAL OF COMMERCE, 1869;
the TRADE REVIEW, Montreal, 1870; and the JOURNAL OF
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and kindred subjects.

ROADS TO HUDSON'S BAY.

An unexpected method of financing a railroad to
Hudson's Bay from the middle west is offered by the
Government in the Consolidated Lands Bill described
by the Minister of the Interior on Thursday. There
remain about 80,000,000 acres of Government land
available for free settlement in territory outside what
may be called the existing railroad belt. It is pro-
posed to give again to the homesteader the right to
pre-empt a quarter section adjoining or even distant
from his first holding, and to apply the proceeds of
the pre-empted quarters to grants in aid of a railroad
to the northern tidewater.

This enlargement of policy is opposed by ex-
Premier Greenway, of Manitoba, on the ground that
it would depopulate Manitoba by inducing farmers to
go far afield for more land at small cost. Mr. Green-
way need not be afraid of the depopulation of Mani-
toba. Farmers will not leave the province unless they
can sell at good prices. The reputation of the West
is sufficiently established to perpetuate a demand for
improved farms. Land hunger is one of the most
stable phenomena of human nature. In some it takes
form in flights to unknown regions—the instinct of
the pioneer has made us what we are. In others it
assumes a desire for possession in venerable communi-
ties.

To be afraid of depopulation in Manitoba is to
revert to the spirit of the olden time, which produced
the belief that railroads would destroy business.
There is a depopulation aspect of prairie development,
but it is an effect of the increase in the number of large
farms—an evidence of rewarded ambition.

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Whatever the merits of Mr. Oliver's method of
aiding a road to Hudson's Bay, it is one more proof
that the export of grain by the northern route is with-
in the region of practical politics. Obviously the gov-
ernment intends to have a Hudson's Bay scheme well
under way as its great card for Western support in
next year's general election. Churchill is the destined
entrepot of the last great exploitation of the Eastern
seaboard of this continent. It is argued that the differ-
ence between reaching tidewater over existing routes,
and via Churchill from a central point such as Regina,
is 9c. a bushel on wheat. The difference makes the
financing of a railroad a mere detail, always assuming
that navigation through Hudson's Straits is possible
for a sufficiently long time to make a fleet of specially
constructed steamers commercially successful on that
route. There is never any trouble about a nation
carrying a heavy burden of credit for a business
enterprise, such as is the saving of 9c. a bushel in cost
of transportation.

Of course, there are powerful Eastern interests
against the diversion of traffic northward, but if West-
ern trade demands an outlet through Hudson's Bay, it
is about as wise to try to stop it as it would be to
prevent teeth piercing the gums of a child. The warn-
ing of the pessimist nearly always is on the assump-
tion that we have reached the limit of development in
Eastern Canada. Nothing of the sort has happened.
The people who believe we have come almost to the
end of our tether this year believed that the country
as a whole was in that condition a generation ago.

Hudson's Bay itself is more than a mere con-
venience for the wheat grower of Saskatchewan. It
must be reached from the south as well as from the
west. The hundred miles of muskeg around the south-
ern fringe of James Bay, and the shallowness of the