

the twenty-fifth anniversary of the birth of the city — April 6th, 1911—an excellent idea. Another very reasonable suggestion is that the Dominion government might very well contribute to so patriotic an object, as they have done in other matters of the kind, notably towards the monument to be erected to the memory of Champlain in St. John, N.B.

It is movements such as this which mark the progress of the nation in its truest sense and help to strengthen the national sentiment, which should ever accompany material development.

PREMIER ROBLIN, in his speech at Picton last week, expressed the opinion that "it is only a matter of five, certainly not more than ten years . . . when the foreign-born citizens of Western Canada can, if they choose, take all matters of government absolutely into their own hands." Admitting the correctness

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of this statement, does it follow that the present settlement of the Northwest is making for the disrupting of the ties which now bind us to Great Britain?

Those who come to us from European countries, other than Great Britain, are glad to escape the burden of militarism, and to acquiesce in the Canadian system which does not demand some of the best years of life for compulsory military service. Such has been the experience of the United States; such will be ours. Then again, the freedom from a crushing burden of taxation, the opportunity to participate in the affairs of government, common educational facilities—all these tend to make our new settlers part of the existing system. That new problems are being brought up is true. But during the ten years that Mr. Roblin gives us our new settlers will be progressively subject to the influence of the English tongue and of Canadian institutions. When to these are added the opportunities for economic betterment, why should not the dictates of a rational self-interest mean as much as an appeal to more sentimental considerations?

THERE is no doubt about the desire of the Canadian railway companies to improve their train services: When these fall behind in any particular, every employee concerned exhibits chagrin; when some great improvement is inaugurated, every employee is delighted. Some journalists and some ordinary citizens occasionally talk as if the railway companies were trying to keep their services as inadequate and unsatisfactory as possible. The evidence does not support this contention.

For example, on Sunday last the Grand Trunk Railway inaugurated new trains which will add 365,000 passenger miles per annum to its service in Ontario alone. There is no evidence to show that any one suggested these new services. A new train is being run daily each way between Toronto and London, passing through Hamilton, Brantford, Paris, Woodstock and London. Not one of these cities demanded it. The officials alone knew of its possibilities and when they were ready they announced it. This train is unique in that it will run irrespective of connections. Nothing is to be allowed to delay it except weather or accident.

Moreover, when one sees the coaches making up such a train as this, one realises what steady improvement is being made in modern rolling stock. In the first place, each coach is gas-lighted, well-ventilated, and furnished in exquisite style. The smoking compartment in each will seat thirteen persons and the door is arranged so as to prevent the smoke getting into the main portion of the coach. The cars have six-wheel trucks and steel platforms. If our grandfathers were to come back and enter such a train as this, they would think they had been born to a peerage.

The "old pioneer line," as Mr. Bell loves to call the

Grand Trunk, is not singular in its efforts to improve its rolling stock and its services. All the railways are vying and competing with each other in these features. The public is getting the benefit. True the railways are not anxious to reduce rates; they prefer to keep up the rates and improve the service. Nor is such a policy likely to meet with much condemnation considering the present density of Canada's population, and the difficulties encountered during the heavier winter months.

IT is not given to all of us to succeed and there are many men who were deeply touched by the picture conjured up in the press despatch which represented Pat Connors, leader of the striking 'longshoremen of New York, breaking down and weeping when he realised that his cause was lost. The cause was probably

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bad; possibly the demands of the men were extravagant and greater than the traffic would bear—but what matter? Pat Connors had our sympathy—he had tried and failed. He was so much in earnest and he was so honest in his effort, that when the decision came he wept.

It recalls an undergraduate scene in the history of a Canadian university where there was an annual election fight of no mean proportions. On nomination evening speeches of all kinds were made, with cheers, counter-cheers, hisses and jeers from the enthusiastic audience of several hundred students. The leader of the party which had been beaten the previous year was striving to win back the party laurels. The meeting was going against him. A canard had been sprung. He nerved himself for the trial and spoke three-quarters of an hour or more. At the close of his speech, he sat down on a bench, placed his head behind the burly back of a fellow-student, now a member of the House of Commons, and wept.

The man who founds a little business, watches it grow and prosper, sees his family of babies grow to be men and women and pass away out of sight, comes into old age occasionally only to find himself deprived of friends and children and wealth. Disaster after disaster comes upon him, and he is left stranded. He looks back over his life and wonders where he went wrong, or why such misfortunes came upon him. He can see no reason for the failure. He can only weep.

Let us have more sympathy for the man who faithfully and courageously attempts something great—and has failed. Let us overlook his weaknesses with the remembrance of our own; let us recall only that if he had been more fortunate he might have had a monument in the temple of fame, and men and women might have called him blessed. If the effort were honest, if the courage were undoubted, if the aim were unselfish, let us forget the result and remember only the intentions. There are many men who are called successful and yet have done little for general progress; there are men marked as unsuccessful who by suggestion and example have done something for the general happiness.

THE details of the increase in manufactured products during the past five years are now available. The manufactures of railway cars are five times as great as they were, showing the needs of our transportation systems. The electrical apparatus produced annually has trebled in value, electric light and power has quadrupled, flour and grist mill products have increased from 31 to 56 millions, log products have doubled and printing has more than doubled. Only the manufacture of woollens has declined, while cottons have a little more than held their own.

Every merchant, every investor, every diligent citizen should examine these figures closely. They are the straws which show what lines of industry are finding most favourable winds. They indicate what investments are most likely to be profitable, and in what direction lies the way to successful production.