

## What Canadian Editors Think

WANT MORE FIRE RANGERS.  
(*Fort Frances Times.*)

IT is impossible for a few men scattered over two or three hundred miles to properly protect our timber reserves. It is almost a waste of money to give an inadequate service. The force should be increased and a patrol kept during the summer months sufficient to properly safeguard what is one of our most valuable assets. It is easy to talk about reforestation and reserves, but it strikes us our first duty is to protect what we have already got. When preparing the estimates for this year we would therefore suggest that the Minister of Crown Lands include a larger amount for fire ranging purposes for this district. Up to date the local government has received within the last six months over \$10,000 on account of purchase money for islands in Rainy Lake. These islands are all timbered and the owners are entitled to some protection against fires being started and spoiling their beauty.

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ON THE MAIN LINE NOW.

(*Lethbridge Herald.*)

LETHBRIDGE, some of these fine days, will be on a C. P. R. main line between Montreal and Seattle. The C. P. R. has secured control of the Wisconsin Central and it is reported that it is negotiating for the Pere Marquette, a railroad with a main line from Detroit to Chicago. The Wisconsin Central gives the C. P. R. an entrance to Chicago from the west, and the Pere Marquette would provide it with a direct route to Detroit, where it would join its present line running to Montreal. Thus it will be seen the road would have practically a direct route from Montreal, through to Chicago and St. Paul, and thence over the Soo line to Spokane and on to Seattle. This route would become more direct on the construction of the Weyburn branch to Lethbridge. Once the Pere Marquette is acquired this route would come into actual existence and Lethbridge would be on the main line of traffic between the two oceans.

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GIVE ME A HOME BY THE SEA.

(*St. John Telegraph.*)

CONTENTED newcomers are the best possible advertisement any country can have. The general outlook in New Brunswick was never so good as it is to-day. A great deal of money is being expended in railway construction, and this will be the case for several years to come. When the Grand Trunk Pacific and the International have been finished it is quite probable that a road down the St. John valley will be in process of construction. This development will mean increased land values and a better market for all our agricultural population. Several railroads are seeking running rights over the Intercolonial—a good sign in itself—and it is probable that the Dominion Government will soon apply a policy of expansion to that railroad. How does New Brunswick compare with the West? Do New Brunswickers who go to the prairie country escape hard work and discouraging conditions? Some may. One man from this province, formerly of Victoria County, writes to the *Victoria County News* from Elkton, Alberta, telling of his experiences. He lives thirty miles from a railroad, but he expects that a branch of one of the Hill roads will soon cross the country near where he is located. The land costs \$15 an acre, and he says that is cheaper in the end than the

land given away in New Brunswick because the latter is not cleared. He cleared land in Victoria county, "waited ten years for the stumps to rot," and then moved West.

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TRY NEW BRUNSWICK.

(*Fredericton Gleaner.*)

MR. F. W. HIRST, editor of the *London Economist*, who has recently been on a visit to Canada, has since his return been getting off some of the impressions he gathered while in this country, through the columns of his paper. He is rather severe on the West. Towards the other provinces he is somewhat more kindly. He says: "The English farmer who wants a certain amount of society and home comfort, with reasonable prospects of steady prosperity, will do well to look first at Ontario, British Columbia, Nova Scotia, and Quebec." Was it by accident or design that New Brunswick was omitted from this list of eligible localities in which it is desirable that Englishmen should settle? Probably neither. It is more than likely that the advantages which this province offers to settlers have never been brought to the notice of Mr. Hirst. Five-sixths of the people of England have never heard of New Brunswick. This ignorance is no fault of the English people. They are familiar enough with Canada as a whole, with the Northwest provinces, with Quebec, Ontario, Nova Scotia and British Columbia, because these provinces are keenly alive to the fact that if they would attract people as immigrants they must take some active steps to bring the advantages which they have to offer to the knowledge of these people, and they have taken these steps.

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VANCOUVER ROUTE AN ECONOMY.

(*Edmonton Saturday News.*)

AT present it is necessary for a shipment of Alberta grain by way of Vancouver to travel via Cape Horn or the Suez Canal to reach Liverpool. But even with such round-about routes, a saving of no less than six cents a bushel can be made over the cost of a shipment by way of Fort William. Then there is the very important advantage that Vancouver is an open port the year round and that by using it all the loss, inconvenience and bad blood that the inevitable shortage of cars at the end of a season produces is wholly avoided. The farmer can ship with just as good results in February as in October.

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BANISH MILITARISM.

(*Vancouver World.*)

ONE desirable result which the visit of King Edward to Berlin is likely to have in Great Britain is the checking of the spirit of militarism which, carefully fostered and encouraged, seems to be making considerable headway in the British Isles at present. At this juncture in European politics, the friendly meeting of no other two monarchs would have more effect in allaying apprehension, and in banishing the spectre of war from the popular outlook, than this at Berlin. Even the publication of Count von Schlieffen's article and the added importance and publicity it has gained from quotation by the kaiser, will prove of benefit, as it reveals Germany, usually pictured as the type of military aggression, in the unwonted light of a people alive and apprehensive of the dangers to which the empire is exposed.



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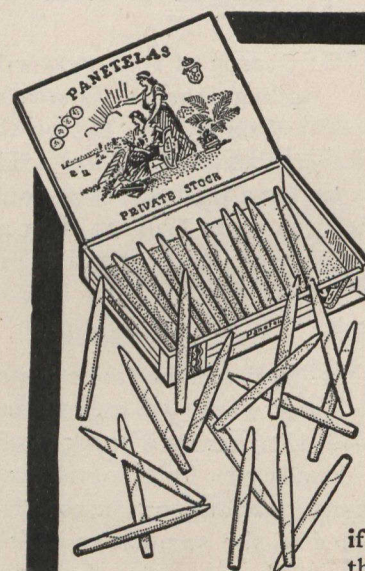
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