

Territorially, Canada took measures to assert her rights in the far north, sending a fully equipped expedition to Hudson's Bay, for both exploration and police purposes, as already noted in these columns.

In these and other directions, 1904 was a year of progress in Canada. Existing enterprises were strengthened and developed, and some important movements organized, which will be put into action during this and following years. The new note of national confidence and hopefulness gained additional strength, with which it will go on into 1905.

### Canada and the United States at the Polls

EXCEPT that they came within a few days of each other, and that the results of both were pretty well foreseen, there were few points of likeness between the recent general elections in Canada and the United States. Different in methods, they were also different in motive. In the United States, unlike former years, there was no sharp division of opinion on public questions, and party feeling did not run high. Previous elections have, among other things, decided some important phase of the money or tariff issue; but this year these, except to a small extent, were both lacking. The election was chiefly on the fitness of one candidate or the other to manage the affairs of the nation for the next four years. It was thus largely a question of the personality of two opposing leaders, both of whom were possessed of rare abilities and personal qualities. The Republican party, having no larger platform, made the fullest use of these qualities in their candidate, Mr. Roosevelt. One of the party workers is quoted as saying: "Our greatest asset in this campaign has been the personality of our candidate. We have played that up in every possible way." This being the method of the Republicans, the Democrats could not have done more wisely than to play similarly upon the personality of Judge Parker, a man of undoubted worth and ability. But in this they fell short, persistently keeping their candidate in the background, and giving him but the smallest opportunity to meet the people. A different course would

not at all probably have reversed the verdict at the polls, but it would have been better campaigning.

Thus in the United States both parties had their chief campaign strength in their candidates, and one of the parties utilized this material to good purpose, while the other permitted it to pass unused. In Canada there were also two opposing leaders, both of them gentlemen and worthy of the country's confidence. But neither party in Canada made any more than passing reference to the personality of its candidates. Here there was instead an issue of a public character, somewhat suddenly raised, but serving nevertheless as a partisan battle-cry—the terms of the National Transcontinental Railway agreement. Wisely or no, Canada had what the United States had not, an issue, and there was no room for mere personality, however important that may be. It is a question whether in Canada, where the race difficulty has so lately been in evidence, we could safely campaign an election on the personality of the candidates without a public issue at stake.

### Public Ownership Still Alive

DURING the past three or four months, public ownership has been much in the people's mind. Before that, however, the question had been raised in various sections of the press, and in our own columns it had from time to time been favorably commented upon. We have frequently had occasion to refer to the gains which public ownership has been making in our own and other countries, and we have in general approved of the idea, as applied to our great public franchises. At the same time, the NATIONAL MONTHLY has impartially welcomed, as a sign of national progress, the completion of arrangements for the new transcontinental railway. To thus approve of both propositions would be illogical, if it be true, as has been so wildly declared, that the Grand Trunk Pacific terms are a denial and a defeat of the principle of public ownership. Yet we still retain our approval of that principle and our welcome to the new railroad.

For, as a matter of fact, the country's