

and unpopularity. He had been hooted and pelted in the streets of Dublin by the irate mob. But, to the credit of humanity be it said, the Chief Secretary, who still cherished the warm, slumbering embers of affectionate regard, held out to his old friend the hand of fellowship, and they resumed their habits of familiar intercourse.

THOMAS SWIFT.

\* \* \*

### Early Summer.

But yesterday the sun strode forth  
And found his peoples locked in sleep;  
White all their places at the deep  
Inviolable bidding of the North.

To-day he treads the earth's broad rim  
And laughs to see his heart's desire;  
For, hands of love and words of fire,  
His scattered peoples welcome him.

A. B. DE MILLE.

King's College, Windsor, N.S.

\* \* \*

### Letters to the Editor.

#### THE HUDSON BAY ROUTE.

SIR,—The editorial reference, on May 29th, to the country lying between the Hudson Bay and the Rocky Mountains will cause satisfaction to all western readers of THE WEEK inasmuch as we are all confident that the country mentioned has a great future before it, and must, in the near future, "make itself felt commercially and politically."

It is quite true that there are many "ifs" to be removed. There can be no doubt but that a Hudson Bay route is feasible, though there is no certainty that a railroad through this vast region can be made a paying concern at once. The promoters of the C.P.R. never built that road believing it would pay a dividend as soon as opened. It was a colonization road as far as its western portion is concerned and any railway built for the development of a country must of necessity be a colonization one. The Government, as a matter of justice, should not grant aid to any railroad other than one built for colonization purposes, or for the development of the country. Still a Hudson Bay road, if built through the country which needs it, would have a considerable amount of local traffic from the start. Western people do not find any difficulty in deciding the problem as to what route the road should take, and neither a line running south to Winnipeg, or south-west to Calgary would benefit the North-West. In fact the C. P. R. rates in the Territories are perhaps more to blame for the poverty of our farmers than the protective tariff of the Government. We all know that in the North-West the C.P.R. has a complete monopoly of the railways, and their high rates prevent, in many cases, the shipment of our products to our own natural markets. For example, last fall an Edmonton merchant sold two cars of oats in Revelstoke, B.C., and found that the rate to Vancouver was considerably less than to Revelstoke. He pointed this out to the C.P.R. but could get no reduction. He then asked the Company to bill two cars to Vancouver with permission to stop over for twenty-four hours at Revelstoke. This was refused, and the sale was cancelled. Oats are the principal crop here and farmers have been unable to sell on account of this monopoly. What is needed for the proper development of the North-West, and particularly that portion between Hudson Bay and the Mountains, is a competitive railway, and to build a road south to Winnipeg or south-west to Calgary would make it merely a feeder for the C.P.R. Besides, there is another piece of country crying aloud for transportation facilities, and one which must eventually be developed, the Cariboo country—the richest gold mining country in the known world, and a natural market for the agricultural and stock-raising country between the Mountains and the Hudson Bay. A railroad to the Hudson Bay should leave the British Columbia coast either at Vancouver or Bute Inlet, pass through Barkerville in the Cariboo, through Yellow Head or Jasper Pass, touching Edmonton, Battleford, and Prince Albert and then on to Hudson Bay. This road should be in-

dependent of the C.P.R. entirely and compete with it. The country through which it would pass presents no engineering difficulties, and there is a level way through the Yellow Head Pass. The Cariboo mining country would at once furnish an immense traffic in machinery, lumber, etc., for developing its mines and building purposes. The country between Edmonton and Prince Albert is the finest country in Canada. Its soil is perfect, and there are immense grazing lands for stock.

Four or five months navigation on the Hudson Bay would be long enough to ship millions of bushels of wheat and thousands of head of stock. There is no reason why the port on the Hudson Bay should not become a rival of Chicago. Pork and beef packing factories could do with the stock of that enormous country what Chicago does with those of the south. Elevators could store wheat hauled during winter by the railway as is done by the C.P.R. at Fort William. The immense fur trade of the north could pass through the same port. There are immense possibilities in the development of this great country, and a sensible policy on the part of the Government of Canada for such development would do more good for Canada as a whole than a hundred years tinkering and quarreling about tariff exactions. It is not likely that Western people will wait to be asked for information by those in the East on this matter. Before the end of 1897 the eyes of all Canada will be turned to this country by the efforts of the Western Immigration Association. I do not write in the interests of any special scheme or corporation, but state what is the general feeling of the residents of the far North and North-West on this subject and am pleased to see an invitation from THE WEEK to discuss this matter which will no doubt be taken up by abler pens than mine.

A word about Edmonton, which is now the commercial metropolis of the North. Its market for raw furs is the largest on the continent. It is struggling for an existence against fearful odds in the shape of high protective and railway rates, and until the railway monopoly is broken Edmonton can never fulfil her destiny.

S. CHIVERS WILSON.

Edmonton, N.W.T., June 11th, 1896.

#### THE MAYOR AND THE "SPIES" SYSTEM.

SIR,—To fully comprehend the following criticisms of the conduct of our Mayor, it is necessary to refer to what happened years ago. In 1891 Dr. Allen was the highly efficient Medical Health Officer of Toronto, and as such it was his duty to report upon all cases of unsanitary houses. There are men who, with regard to the working classes, loudly vociferate, "Mind, Codlin's your friend and not Short," yet who would expose their tenants to typhoid or diphtheria rather than do their plain duty. Dr. Allen manfully did his duty (September 25, 1891) in bringing forward the case of ex-Alderman Fleming. The latter had two such houses and neglected to make them fit for healthy habitation. Alderman Atkinson asked: "Is this the gentleman whom I have seen mentioned as a candidate for the mayoralty?" The chairman signified it was the same. Ald. Atkinson: "It is disgraceful that a gentleman who aspires to fill such an important position should allow his property to be in such a wretched condition. If Aldermen or ex-Aldermen allow their houses to get into such an unsatisfactory state as to make it necessary for them to be condemned as unfit to live in, I would have them exposed in the newspapers." Mr. Fleming had found that Dr. Allen was resolute to do his duty, so the latter stated to the Aldermen that he had since been interviewed by the ex-Alderman and that the latter was then attending to the matter. Evidently it was only the exposure that forced Mr. Fleming's change.

Is Codlin the special friend of the working man?

After Mr. Fleming became Mayor, Dr. Allen was engineered out of his position. Had that anything to do with his having previously fearlessly done his duty?

Mr. Fleming only got in (January, 1892) by a very small majority. Had the foregoing facts been made known to every voter he would have been in a hopeless minority. The cry of "Codlin's your friend and not Short" got him in.

After he became Mayor he successfully opposed our having a steam fire-engine—that was an instance of his penny-wise-and-pound-foolish system.