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What Canadian Editors Think

OPPOSITION PRAISE GOVERNMENT.

(Edmonton Journal.)

THE *Journal* is, as everyone knows, a professed critic of the present Alberta administration, and as far as its general policy is concerned will continue to be so. The question of railway construction in this province, however, is not one of partisan politics. It is a matter in which every man, woman and child in Alberta is more deeply interested than in any other secular affair, and its solution should be one towards which both political parties can unitedly aim. The *Journal* therefore received with pleasure the statement of Alberta's First Minister and hopes that the important step now being taken will be followed up by whatever legislation is necessary to ensure an early construction of north-and-south lines to open up the resources of the country and afford the transportation facilities which are imperative to its development.

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PRESIDENT ROOSEVELT.

(Victoria Colonist.)

PRESIDENT ROOSEVELT is credited with the statement that the people of the United States need not worry about his future. He admits that as President of the United States he has had a "first class time," and adds that he has enjoyed every minute in the White House. But when the last Presidential stroke is finished he is going out to work for himself. Sympathy for Roosevelt would go to the wrong man. He is credited with money of his own. He is to get a good job as editor of a magazine of sorts. He is still young enough—only fifty—to try a fall with frenzied finance if he have any bent in that way. It is not Roosevelt, but the United States that loses by his withdrawal to private life. We do things better this side. Our plan provides steady jobs for men like King Edward, Sir John Macdonald and Sir Wilfrid Laurier, jobs that they can keep all winter and longer.

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LOW TARIFFS FOR QUEBEC.

(Cotton's Weekly, Cowansville, P.Q.)

SHOULD low tariffs prevail between Canada and the United States, there will be great changes for the better in the industry and commerce of the Eastern Townships. Compared with the development of the other portions of Canada the Eastern Townships have stood still. Canada has developed along the lines of east and west not of north and south. Montreal, Ottawa, Sudbury, Winnipeg, all these places have participated in the development of Canada. The Eastern Townships being, out of the line of this development, have developed only in a local way. The tariff wall has killed us. What with New York, New Hampshire and Vermont to the south of us and Maine to the east we have occupied as it were a blind alley. We have been marked for through commerce "no thoroughfare."

Were the tariff removed, markets would develop for us to the South and East as well as to the north and west. Our border towns would become cities and our villages, towns and we would share in that marvelous industrial development which has recently taken place along the

north and south coastal routes of the United States. Until the tariff wall is removed our commerce and industry will lag and our young men of intelligence and enterprise will continue to sell out and go west.

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GRAND TRUNK PACIFIC AND THE COURIER.

(St. John Globe.)

THE Canadian Courier, Toronto, thinks that the situation in regard to the Grand Trunk Pacific is so vital that "as soon as the elections are over" the Dominion authorities should hasten to give the public the facts. It suggests that if the railway is likely to be too expensive, the plans, or rather the arrangements as to its building might be changed," but the building of the sections between Lake Abitibi and Quebec, and Quebec and Moncton, should be abandoned "until such time as the districts through which the line is to be built are more accessible and more in need of transportation facilities." It recalls that the first estimate of the cost of construction of the portion which the government is building was thirty thousand dollars a mile, but that by the statement of the Minister of Railways in the House of Commons last July those estimates are doubled, and the cost will be at least sixty thousand dollars per mile. The Courier seems to overlook the important fact that the road is not being constructed merely to provide transportation facilities for the districts through which it is to pass, but to enable the products of the West, which are being sent overseas, to pass over Canadian territory and to be shipped at Canadian seaports. Were it not for this idea, suggestion, promise, hope, the Quebec representatives, the New Brunswick representatives, the Nova Scotia representatives would not have been as ready as they were to vote for the measure.

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FORMALISM IN THE COURTS.

(St. John Sun.)

THE customs and traditions of the Canadian law court are at times somewhat confusing to the ordinary business man. The spirit of the modern commercial world is rather out of sympathy with the extreme formalism that has prevailed in the courts. Men grow impatient over the delays of "red-tape." They are in a great hurry to get at the business in hand and to have done with it. There is a good deal to be said in favour of retaining much of the formalism that has prevailed. That a Canadian magistrate was, but the other day, compelled to summon a constable to force a lawyer to obey the order of the court is a fact worth pondering. The ends of justice will surely be defeated if the idea gains ground that the presiding magistrate is not supreme in his own court and if it becomes a practice to attempt to influence his judgment by any other method than that of argument. The judge upon the bench may personally be willing to throw down all restrictions, but he has a duty to the people because of his office. He is there not to enter into a contest with the members of the bar who happen to appear before him, but to give impartial judgment upon the arguments which they present. Every expedient should be used that will create and maintain the impression that reasonable argument is the sole method of appeal.