

Norman Angell's Message

(Toronto "Star.")

THE assumed name of Angell naturally suggests the millennium, and Mr. Angell's large eyes and his appearance of physical frailty—which is only an appearance—tempt the impressionist to describe him as a dreamer—which he is not. After he has finished his speech, those of his hearers who are not convinced say, not that he is a dreamer, but that he is "clever," or "bright"—as if by mental adroitness he had maintained a position otherwise untenable.

There is in this age a strong and growing sentiment against war—a feeling that it is not only cruel, but ridiculous and out of accord with modern standards of civilization. Mr. Angell's demonstration of this truth is not a piece of extraordinary ingenuity, but simply a manifestation of the intellectual clearness which dispels prejudice. This prejudice, as the title of his famous book shows, is founded upon illusion. The basic truth is that the interests of men, women, and children all over the world are not conflicting but identical; and this applies, not only to their material, but to their moral, intellectual, and spiritual interests.

There is a very simple test of the truth of this proposition. Apply yourself to any useful public work, such as the prevention or cure of disease, the establishment of public playgrounds, the housing of the people. Ask yourself whether the pursuit of this ideal could possibly be made an excuse or justification for war between civilized nations. It is because this identity of interest in social welfare is clearly perceived that we regard war between Canada and the United States as out of the question. Eventually, it must be perceived that it is world-wide in its application.

The Hudson's Bay Route

(Edmonton "Bulletin.")

THE Minister of Railways announced that it is expected to have the Hudson's Bay railway completed next year, and that it will be finished during the following year at latest. Port Nelson, he said, has been chosen as the Bay terminus rather than Fort Churchill, because construction to the latter place would be more costly.

Unfortunately, the harbour facilities at Nelson are not naturally as good as at Churchill, and a vast amount of work must be done at great expense to make the port serviceable. This extra cost in the preparation of the harbour will probably get away with most of, or all of, the money that may be saved in constructing the railway to Nelson instead of to Churchill. What is of as much importance, unless the harbour improvements are begun promptly and carried on energetically, the railway will have to lie useless after it is completed until the harbour improvements are made. And to send around to the Bay and maintain there an expedition to carry on the harbour work before the railway has been completed would be an abnormally expensive business.

Western people will hope that the Minister's forecast as to the time of completion may be fulfilled.

Some Trade Figures

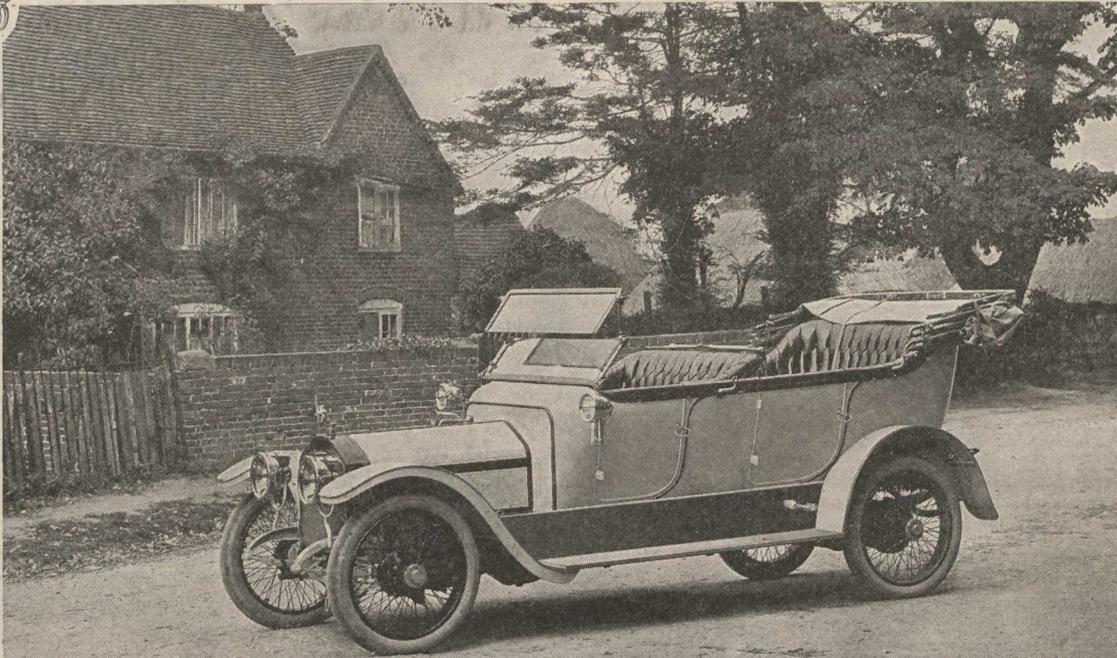
(Winnipeg "Telegram.")

CANADA'S trade last fiscal year, the year ending March 31st last, reached the total of over a billion dollars, that is, one thousand million dollars. This is equal to an average of \$125 for every man, woman, and child in the country. Putting the average family at five people, it means \$625 per family.

Whittaker's almanac gives the total trade figures of other countries and deducting the odd figures, and working out the per capita figures—the only real basis of comparison—some interesting results are obtained.

The trade of the United Kingdom is \$6,185,000,000 which works out at \$135 per head; the United States \$3,859,000,000 which is \$43 per head; Germany, \$4,785,000,000, or \$74 per head; France, \$2,660,000,000, or \$40 per head. Belgium leads the world in per capita trade, its total being \$1,615,000,000, which works out at \$215 per head of population.

W "THE CAR OF REFINEMENT AND RELIABILITY" W



A WOLSELEY FLUSH-SIDED TOURING PHAETON.

THE "WOLSELEY" TORPEDO TOURING CAR

BEAUTIFULLY proportioned and staunchly built, the "Wolseley" embodies every modern comfort and convenience. ¶ This model, with its flush sides, deep scuttle dash and low seats, is designed to appeal particularly to those who prefer to do the driving. ¶ Prices, including full equipment: \$3,800, \$5,000, \$8,300. ¶ Other types of open cars from \$3,600. ¶ A complete stock of spare parts is carried at the Toronto Depot, where visitors are always cordially welcomed and accorded every courtesy. ¶ Trial runs available to anyone interested.

The Canadian Depot is owned and operated by the Wolseley Company.
Head Office and Works: Adderley Park, Birmingham, England.

1913 Catalogue of WOLSELEY Cars upon request.

W THE WOLSELEY TOOL AND MOTOR CAR CO. LIMITED W

81 AVENUE ROAD TORONTO



IRRESISTIBLE

GANONG'S

THE FINEST G.B. IN THE LAND

CHOCOLATES

The CANADIAN COURIER commends for the perusal of its readers the advertisements in the classified directory. Most of our readers will find some of these little business announcements that are of interest to them.