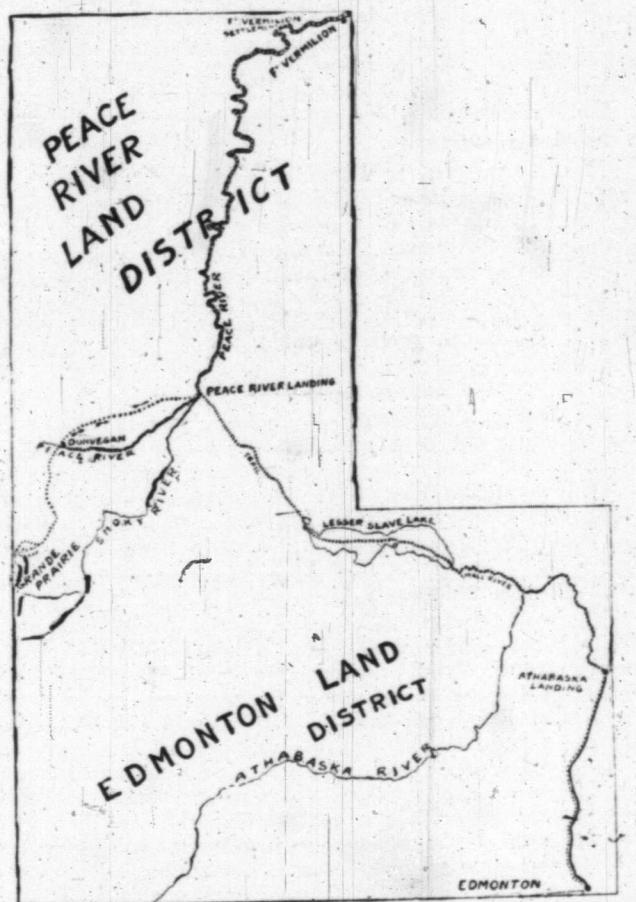


Hope, will be able to have its freight distributed by steamers along this stretch of country a distance of 700 miles. It is conservatively estimated that there are about 30,000,000 acres of prairie land tributary to the river.

At Fort Vermilion, 700 miles north of the American boundary, wheat has been successfully grown for years. The Hudson's Bay Company has a roller flour mill with a capacity of fifty barrels per day in operation. They also have a saw mill, which proves a benefit to settlers. A mill is also being operated by a private company in Grand Prairie, and is working to full capacity, so great is the demand being made by new settlers for lumber. Dressed lumber (spruce) is sold at \$20 per thousand; rough lumber \$15. No combine exists there.

The Peace River District should later furnish a market for Eastern wholesale houses and manufacturers. The present problem is transportation. The steamers on Athabasca River, Lesser Slave Lake and Peace River are a great assistance to settlers, but the wagon roads intervening and running into Grande Prairie act as a great handicap. The Provincial government annually votes sums of money for this purpose, but they are inadequate, as the districts to be improved are large.

Despite this drawback, new settlers are daily en-



MAP INDICATING ROUTE TAKEN BY J. K. CORNWALL'S PARTY ON EXPEDITION TO PEACE RIVER. DOTTED LINE SHOWS LINE OF MARCH.

tering the country and the map is gradually being rolled north another two hundred miles. The first railway to enter the district will find a large settlement waiting for it.

The soil north and west of the Peace River has been proved to be equally as well suited for farming as Grande Prairie District to the south. The picturesqueness of the latter district appeals to newcomers. It is about eighty miles square, and is composed of series of saucer-shaped plateaus, all well watered by small lakes and streams. The rolling nature of the country enables the settler to obtain land sloping in any direction, and small poplar bluffs are scattered throughout. These ridges are gradual, being hardly perceptible when driving over them. Little difficulty will be presented to railway construction.

Eyes are being focused on this valuable and undeveloped country. In the meantime Mr. Cornwall is to be congratulated upon the success he made of his excursion, which covered a distance of approximately 2,000 miles.

EDITORIAL NOTES.

The Persian National Council have decided to appoint seven Americans instead of Frenchmen as financial advisers of the Persian Government. This decision was reached after a heated dispute, and seems likely to cause trouble between the ministry and parliament. The former desire Frenchmen as advisers, while one faction of the Chamber of Deputies wishes Swiss advisers. Then, in the distance looms a diplomatic question, as Russia and Great Britain are understood to favor appointees belonging to neutral States. The choosing of seven Americans is rather curious, especially when leaders of finance in the United States are divided in their opinions of vital questions at home. A combination of Britishers, Americans, Frenchmen, Swiss, Russians and Persians might have been able to prescribe a bottle of pretty good financial mixture for Persia.

* * * *

If Toronto desires to remain among the first four cities in Canada it should attend immediately to its waterfront problem, and suitable harbor facilities must be provided. If the Queen City wishes to possess a valuable volume of water traffic, it is necessary to do much and now. Mr. F. S. Spence has suggested the establishment of a harbor commission by Dominion legislation, three members to be appointed by the City Council, one by the Dominion Government on the nomination of the board of trade, and one by the Dominion Government direct. The term of office recommended is three years, with liability to recall and eligibility for reappointment. Toronto might then follow Montreal's example. The powers of the progressive Montreal Harbor Commission include the expropriation of adjacent property, the building and leasing of docks, the control of adjacent railways, and the general supervision of harbor construction and traffic. It is also suggested that the power to issue debentures be secured, that there may be no obstacle in the way of needed expropriation and construction. This matter should not remain on paper to be buffeted by civic committees. Men of action are needed at once.

* * * *

Canada's national exhibition has again proved eminently successful. Having reached a certain stage, only unforeseen disaster can prevent it from remaining as a remunerative branch of civic administration, a municipal and national asset. It is to be hoped that the imaginary wonders and benefits of a world's fair will not lead the authorities to embark on such an enterprise. The chief desire should be to run an annual exhibition, improving every year, and at a profit. One question may well have serious consideration. The fair is advertised to open on a certain day and to close twelve days later. This decree is sent forth to exhibitors and to the public throughout America and overseas. As a matter of fact, the first advertised day of the exhibition is a sort of final preparation day, while the official opening does not occur until the afternoon of the second day. Similarly, instead of the last two days giving their quota, many exhibitors and others are packing up their wares. This reduces the event from twelve to little more than eight days, which is not only a trifle dishonest and unfair, but must also result in a considerable loss of revenue to the exhibition. Exhibitors should be given to understand that their exhibits must be ready on the Saturday and all packing materials removed prior to the opening. The distinguished visitor who accepts the invitation to set the fair in motion should do so at ten or eleven o'clock on the first morning. The public should feel confident that everything is in running order, and that to visit the grounds and grand stand during the first week is equally as attractive as during the second. To be unprepared for opening day is an hereditary fault of exhibitions, big and little. Toronto has not been one of the worst sinners, but nevertheless it sins in that way. There appears to be no reason why the city cannot create a precedent which will bring credit to the promoters and revenue to its coffers.