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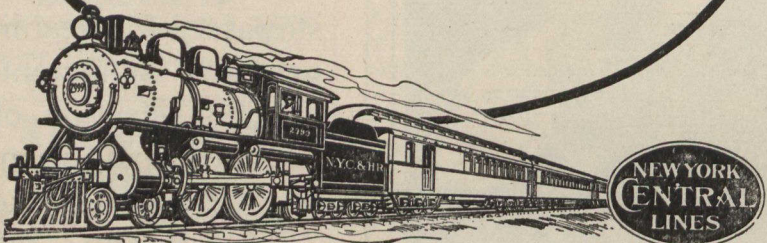
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IN ANSWERING THESE ADVERTISEMENTS PLEASE MENTION THE "CANADIAN COURIER."

What Canadian Editors Think

OUR ANCIENT HERITAGE.

(Ottawa Journal.)

WESTERN Canada seems to most of us so intensely modern, from whatever point of view we look at it, that it is with a distinct shock of surprise we pick up a bulky volume of some six hundred and fifty pages, devoted to the history of exploration of this portion of the continent, for a period of about three centuries. Such a volume is Mr. Lawrence J. Burpee's "Search for the Western Sea"—the story of the exploration of North-western America. We are so deeply absorbed in the things of the present, the men and problems of to-day, that we owe a debt of gratitude to the historian who reminds us that the problems of yesterday are still vitally important, and that the men of yesterday made possible the success of the men of to-day; who puts before us as vividly as Mr. Burpee does, the personality and the achievements of the pathfinders of the Canadian West, the men who by their dogged pluck and tireless enthusiasm not only unfolded the splendid heritage which we enjoy to-day, but to a much larger extent than is generally supposed preserved this great region as British territory.

* * *

A HIGHWAY OF THE SEAS.

(Toronto Globe.)

MONTREAL'S serious growth as a port began away back in 1830—a long time as development goes on this continent. Dredging the lower river commenced in 1850, and a depth of 27 1-2 feet was opened in 1888. The Government entered upon a more ambitious scheme in 1899, and the design contemplated a depth of thirty feet. This depth was opened to commerce last year, and there is an excellent equipment of buoys, lights, and all modern aids to navigation. An ocean port in the heart of the continent and at the railway centre of the Dominion had a certainty of immediate development. The Dominion has courageously spent \$10,000,000 on the harbour, and is now getting good value for the outlay. This was not done in a desire to surpass New York or any other port in recorded shipping, but to provide a seaport for the growing half of this continent regardless of commercial rivalry. We are on the world's commercial highway, and must fully sustain the Government in continuing the policy that has already proved so successful. Quebec, Halifax and St. John should also be developed in accordance with the Dominion's growing needs, and all means of transportation and shipment should be sustained in proportion to the increasing volume of our trade and industry.

* * *

BOTTLES AND BUSINESS.

(St. John Sun.)

NEVER was the handicap of drink more impressively emphasised than by the decision of one of the ablest and most progressive business institutions in the world (the C.P.R.) that business and booze are deadly enemies, except in the case of the liquor dealer. The field of opportunity for the man who drinks is becoming every year more limited. In every line of work, manual, business or professional, the man who tampers with alcohol runs continually a greater risk, assumes a greater handicap, and the time is at hand when every youth at the outset of his career must choose definitely between sobriety and failure. And as the general appreciation of the fact grows, the drink evil will de-

crease. Beyond doubt there will always be those who lack the intelligence to realise the danger, who need protection from their own folly and weakness; but society will come to a similar realisation of the need for protecting its weak members for the common good.

* * *

THAT PERVERSIVE NUTMEG MAN.

(Saturday Sunset.)

THE Japs are still coming to British Columbia about the same as they were before Mr. Lemieux went over to ask their government to put a check on the emigration of Jap coolies to Canada. Baron Takahashi has been over making inquiry, and he informs us that he will recommend to his government that the Japanese should not be allowed to further congest the cities of the Pacific coast, but should be provided with sufficient money to take them across the Rockies. From this it may be seen that the Japanese come to our coast penniless, that they are already overflowing in their spheres of activity on the Pacific slope and that they propose to keep on coming regardless of our wishes in the matter and in direct violation of their promises to the Canadian and American governments. The Japanese, as is clearly shown in the Baron's statements, have not the slightest intention of confining their emigration to Asiatic territory. Their whole concern is in the matter of concealing from the people of America the fact that they are going to fill in all the holes and corners they can—and in soothing the feelings of the people while they do it.

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KNIGHT ANOTHER PREMIER.

(Stratford Herald.)

WHILE royal honours are being bestowed on several Canadians of more or less eminence, it may not be out of place to query what citizen in this broad Dominion is more worthy of such honours than the Honourable James Pliny Whitney, Premier of the Province of Ontario? No Canadian of the present day, with the possible exception of the Dominion Premier, is more emphatically a man of mark than Premier Whitney, and if the bestowment of knightly honours goes with the recommendation of Earl Grey and Sir Wilfrid Laurier, the people of Ontario would like to think that no party difference would be allowed to stand in the way of an honour which would be gracefully and worthily worn by the Premier of whom the people of Ontario are rightly proud. Sir Wilfrid Laurier has shown that he can do the neat thing at the proper time; why not Sir J. P. Whitney?

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ON TO HUDSON'S BAY.

(Hamilton Times.)

THE proposal to make a deal with the C. N. R. for the construction of a line from the Saskatchewan River to Churchill on Hudson Bay would seem to offer an easy solution of a large question. If the Dominion Government grants a cash subsidy to construct this 480 miles, obtaining in return running rights and control of rates in a manner similar to the Transcontinental arrangement, it will secure all the advantages of a Government-owned road, and avoid its multitudinous disadvantages. It is to be hoped some such arrangement will be consummated, and that the rails will soon reach the waters of Hudson Bay.