

## CANADA'S GREAT CHANCE.

It looks as though in a trip around the world distance will cut a small figure in the not far distant future; and that Jules Verne's "Around the World in Eighty Days" was less fanciful than people regarded it when first written. As a matter of fact a trip around the world may to-day be made in sixty-six to sixty-eight days, and a writer in a German paper points out that this time could be easily reduced another four days. He discusses the different routes across the American continent and comes to the conclusion that Canada holds a pre-eminent position in its ability to provide the shortest route. More than that, Canada could steal a march on Russia and prevent the Trans-Siberian road from becoming such an important factor in the world's traffic as the Russians hope to make it. Some years, thinks the writer, perhaps some decades, must elapse before the Trans-Siberian road is finished or the Nicaragua canal has been opened. By that time Canada may establish a route which will not lose its importance even if the other enterprises succeed. We quote as follows from a translation of the German, for which we are indebted to the Literary Digest:

"The shortest route across the Atlantic Ocean is across the Strait of Belle Isle, the distance from Liverpool to Battle Harbor being only 1,950 nautical miles—about four days' run for a first-class, twin-propeller mail-boat. Halifax is 2,463 miles from Liverpool, Boston, 2,940. New York 3,060. At present, however, the steamers which cross by the shortest route are compelled to proceed to Quebec. This is only 700 miles from Battle Harbor, but the tides are very strong there, and the coast is very stormy. Canada can overcome this difficulty and create a new channel for the traffic of the world, if she builds a road from Quebec to Battle Harbor or to the mouth of the West River. Such a line must be fit for travel during all times of the year. This would reduce the passage across the ocean to four days, and lower its cost nearly one third. Quebec could then be reached from Liverpool within five days, Montreal in five and a half, New York in six, Chicago and Cincinnati in six and a half; the Pacific Coast in less than twelve. Honolulu would be only twenty days' travel from Liverpool, Yokohama between twenty-four and twenty-five, Shanghai about thirty, Auckland, Brisbane, and Sydney, from thirty-two to thirty-four days. The voyage around the world would occupy only sixty-two to sixty-four days. The proposed road would be only 750 miles long, through a comparatively level country, which does not lie within the zone of the blizzard, and is not noted for heavy snowfalls. From two to two and a half years would be sufficient to complete the road, which would not cost more than \$20,000,000.

"The Canadian Pacific Railroad seems specially fitted to become the principal road of the North American continent, and to carry the mails and passengers to and from Eastern Asia and Australia. Who would care to encounter the danger of a seven to eight days' sea voyage from London to New York if the ocean could be crossed in four days? The rest of the distance could be covered in a luxurious palace car in two days. What European business man would care to communicate with Japan, China, Australia, and Polynesia along the Eastern route, if several days, or even weeks, can be saved by choosing the Battle Harbor-Vancouver route, and that at a saving of the cost of transport?

"Canada and the Canadian Pacific Railroad would not only become leaders in trade and traffic on the North American continent, but also force Newfoundland to join the Dominion. Immense tracts of land would be opened for cultivation, and the majority of emigrants would settle in the Dominion. England would gain a counterpoise against the Siberian railroad. The plan is so easy to carry out that its realization may be hoped for in the near future.

## THE VILLAGE BLACKSMITH.

THE illustration that forms a frontispiece to the first number of INDUSTRIAL CANADA will be admired by many readers of town and country. For a period of time last fall a painting representing the village blacksmith was on exhibition in Toronto, for several days on one of its main thoroughfares, and again at the Toronto Industrial Exhibition. The life-like character of the picture won the highest admiration for the artist. It brought to memory many a village scene, a recollection of early Canadian days, when the smithy was the popular resort, alike of the children of the village and the older ones who delighted to gather there, and were not unmindful of exchanging a word of gossip of local or more national affairs.

The picture appropriately takes a place in a journal like INDUSTRIAL CANADA, for in the background of much of the manufacturing progress of the country stands the village blacksmith. New inventions and improvements in the manufacture of machinery have taken off some of the prominence of his calling, but none the less he has proven the pioneer in not a little of the manufacturing of all countries.

We see also in the village blacksmith a model representative, in many particulars, of the hardy son of toil of to-day, and methinks there might be fewer strikes in these later days, and less friction between capital and labor, if the spirit of the village blacksmith permeated labor's ranks.

## THE GLOBE NEWSPAPER.

IRRESPECTIVE of individual opinion as to the politics of the paper it will be freely admitted that the Globe newspaper, of Toronto, deserves to take a foremost position among the industries of Canada. If we take a retrospect of the paper during the fifty-one years that it has been published an illustration is furnished of the progress made in the printer's art, and especially in the making of a great newspaper. In its early days the individuality of the Browns gathered around the paper, and when these men passed off the scene the question was not an unnatural one to raise whether the paper would continue to hold its old-time supremacy. It will be generally admitted, we fancy, that the position of the Globe to-day is stronger than at any time during its history. It has not only broadened out as regards its treatment of public questions, in contrast with the time when the personal element unfortunately entered too largely into public affairs, but it has shown a measure of enterprise and push that from a business point of view has brought forth the admiration of business men everywhere. The Globe is in the fortunate position of being well manned at both ends in the person of Mr. J. S. Willison in the editorial chair and Mr. C. W. Taylor, who has practically grown up with the paper, at the head of the business management. The big fire of twelve months since in no way daunted the courage of the management, and almost simultaneously with the issuing of the first number of INDUSTRIAL CANADA the Globe will move into its new building, corner Yonge and Melinda Sts., an illustration of which we are pleased to give on another page, and so far as one can judge by a study of the plans, and the condition of the building as completed at this writing, few newspapers on this continent will possess a home more thoroughly equipped in all its details for the printing of a great daily newspaper.