

organisation and citizenship that might never have been needed elsewhere. The men who went from Ontario years ago are among the most useful and constructive. They have seen the West grow and understand it much better than the newcomers of the present century.

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The Mayor of Regina

AWAY back in 1882, on a day when the pomp and circumstance of the prairies had gathered at "Pile o' Bones"; when "tinpots" flashed in the western sun, and when Frank Oliver hobnobbed with Nicholas Flood Davin, saying things findable in no dictionary about the inaugural show—there arrived from Winnipeg a man by the name of Richard Henry Williams. He was an unknown citizen who was probably as hard up as most of the people that bought tickets those days on the C. P. R. He saw the gunpowder ceremony that gave the capital of all the Northwest Territories the name "Regina"; and the man from Winnipeg, born in Toronto, calculated that though he might be badly in need of a job, he would do his share towards building up Regina. For R. H. Williams was a carpenter and joiner, besides being contractor and builder. He started in with the hammer and in that wooden town of the mounted police barracks he made a big noise. Soon he became the head builder. In the year of the Rebellion, 1885, he went into mercantile business. A few years later when Regina had got a railway running north to Prince Albert, Mr. Williams became the chief magistrate. He did one or two important things in the two years '91-'92; chief of which was carrying to completion the drainage system of Regina—a trunk sewer. Having done that plain duty well, Mr. Williams vacated the mayor's chair; went back to his business and a big farm near the city; keeping a wise eye on the progress of Regina; seeing it grow in spite of setbacks and below-zero weather, till it became capital of the new Province of Saskatchewan; then a city in the forefront of western cities with problems more intricate than many a city twice its size in the east. Last December Mr. Williams was again elected Mayor of Regina.

REFLECTIONS

GERMAN opinion as voiced by the "National Zeitung" of Berlin is quite right when it states that a tariff war between Canada and the United States is inevitable. It may not be quite so correct when it states that the result of that war will be a lowering of the Canadian tariff. At the present moment Canada's tariff against United States goods is from 25 to 50 per cent. lower than the United States tariff against Canadian goods. To further lower our tariff because of United States demands is fiscally impossible as well as economically inadvisable.

Germany may make a treaty with Canada and may get much better treatment than she has recently experienced in this market. Two prominent Germans are now in Canada trying to blaze a path for some such development. If a new treaty comes into existence, it will not be simultaneous with or because of the United States tariff war. German-Canadian relations must stand on their own footing. Our relations with either Great Britain or the United States can have nothing to do with the question. For the "National Zeitung" to suggest that the United States will humble us, and that Germany will profit by the process, is a piece of bad policy. The German trade emissaries now in this country will soon learn that lesson.



CANADA'S thanksgiving for the harvest of 1909 should be generous and sincere. The crop of the year is nearly twenty-five per cent. larger than in any previous year, and prices are higher. The agricultural profits on the year's transactions are enormous. The new province of Saskatchewan alone produced over eighty million bushels of wheat and has a total grain crop of two hundred million bushels. Every one of the nine provinces has had a good year. Employment is plentiful, wages are good, factories everywhere are working overtime, capital is fairly well employed, the mines are producing great profits, and every line of business is active. No country in the world is making quite the progress Canada is at the present time.

If Germany and the United States desire to share in this increased trade, it is open to them to do so. They can do so only by extending to Canada that fairness of treatment which they expect from her. Threats and maximum tariffs will not secure it as readily as reasonable and fair-minded negotiation.



TORONTO'S famous annual exhibition closed last week after the most successful fortnight in its thirty-one years of existence. The attendance was about 700,000 and the cash receipts were nearly

\$20,000 greater than in 1908. Probably four hundred thousand people came into the city to do business or to attend the Fair. The exhibits of manufactured goods well illustrated the progress of the country's business and the general exhibits indicated the business revival and universal prosperity. This week, Ottawa and London are holding exhibitions which on a smaller scale are equally successful, while Montreal is having an "Old Boys" week which is a similar civic holiday. Next week the smaller fairs begin, and the last will not be held before King Frost shall have knocked down the beechnuts and shall have tinted the maples with autumnal colours.



WHEN Lord Charles Beresford returns to England, he should be banquetted by the Canadian Society of London. He could then make an address which, when printed in the British papers, would be the best piece of advertising Canada ever received. Lord Charles is most enthusiastic over Canada's progress and prospects. Last week he spent some days in Cobalt and the wonderful Lake Temagami country where he enjoyed some good fishing. He became so enamoured of this newer portion of Ontario that he decided to go back again, after his Mexican trip, for a week or two of deer hunting. In addition to finding the Canadians the happiest and most hopeful people he has ever met, he finds the Canadian climate and the Canadian sport most exhilarating and enticing. If he could be persuaded to tell the British people of the wonderful charms of this Dominion Over Seas, he would create a new interest in the minds of the people of the mother country. His enthusiasm would be impressive and would assist in forging anew "the tie that binds."



TALKING about patriotism, Calgary and Edmonton have us all beaten. Each has a municipal system of street-cars and there is great rivalry to see which system can show the highest receipts. So far Edmonton leads. Its system is older and is benefited by the fact that it is inter-urban. Strathcona, across the river, originates much traffic. Calgary has ordered some more new cars and hopes to soon catch up in the race. Indeed, it is said that the citizens are so patriotic that they spend their spare time dropping coins in the "pay-as-you-enter" receptacles on the cars. This is possibly an exaggeration, but we may be sure that every citizen will ride as often as it is convenient and advisable. The patriotism of the West is a religion which burns fiercely in every bosom. With a wheat crop which promises to pay all their debts and the year's expenses and to provide them a surplus of seventy million dollars on the year's transactions, the people can afford to put a few unnecessary fares in the box. The favourable weather has enabled them to save the greatest crop in their history in such a way that its condition alone means an extra profit of ten cents a bushel over some previous years. Add to this the general high price obtaining the world over for wheat, and the seventy millions of clear profit are explained. And this is a wonderful basis on which to build and maintain patriotism.



WILL the new management of the Intercolonial be a success? This is a question now being asked by many people in the Maritime Provinces and indeed in other parts of Canada. The general impression so far is not overly favourable. To overcome the evils of a quarter-century even such good men as the present commission will require much time. Besides it is doubtful if they have enough power to enable them to use the pruning knife thoroughly. Lopping off a few small twigs on the outer edge of the tree is not likely to make much change.

The only really effective method would be to give the commission absolute power to hire and dismiss. This they will never have, so long as the politicians have their present ideals and policies. Ever since the Intercolonial was built, the people have been taught that the patronage of the road was the prize of the ruling political party. The employees have always been striving to win the favour of the politicians rather than the approval of their superiors. The writer has been in an Intercolonial sleeping-car, and through the curtains of his berth watched two passengers, the sleeping-car conductor and the train conductor play cards as the train rumbled through the night from Montreal to Levis. Could any management make good employees out of men who have been so trained? No, certainly not. The Intercolonial needs a brand new staff from top to bottom, but it will not get it under the present system.

The Hon. Mr. Graham means well; the new commission has good