

What Canadian Editors Think

RAILWAYS AND INDUSTRY

(Montreal Gazette.)

THE part a big railway plays in the industrial life of a community is shown by some of the figures in the report for the past year of the Canadian Pacific. The length of road to which the returns apply, completed and under construction at the end of June, was 10,396 miles. The equipment included 1,399 locomotives, 1,627 passenger, and 44,692 freight and 3,560 other cars. The cost of road and equipment is given as \$285,088,099. This, with the costs of steamships, and interests in other roads and enterprises, to the extent of some \$97,447,000, was provided by issues of stocks and bonds of \$345,616,811. The obtaining and expenditure of this large amount of capital in some twenty-seven years played no small part in promoting the commercial growth that has stood two generations of politicians as the basis of their published claims to popular reverence and esteem. As the obligations involved in the various issues have been promptly met the work also helped to secure the good standing of Canadian financial issues, at any rate until the setting in of the recent mad scramble to see how much public governing bodies could spend and borrow; and when sobriety in financial administration is restored it will help again in the same useful way.

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LEARN SOLDIERING.

(Victoria Colonist.)

EVERY boy, as soon as he is old enough, ought to be given the rudiments of military training, and young men, after leaving school, ought to be encouraged to form military organisations. We ought to make Canada as secure from attack as we are able, and the way to do it is to train every man in the use of arms. The notion held by some people that such training will tend to make men wish for war, and to look upon it as the proper way to settle international questions, is a pure invention of the imagination, as every one who has had such training knows. Let us cite an actual case, without mentioning places or names. Some years ago, in a certain Canadian school, the boys were taught elementary military drill. When they went out of that school to the college, they were supplied with arms, and once a week a drill instructor attended, and at the end of the college course all the students were well up in infantry drill. It so happened that an occasion arose when it seemed as if it might be necessary to protect the country from invasion, and when the people turned out in hundreds to organise for defence, the young men who had been drilled at school and college were able to give very material assistance in getting the exceedingly raw volunteers into shape. Yet not one of them developed the slightest inclination to regard war in any other light than an evil to be avoided at all costs, except that of national honour.

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ST. JOHN HARBOUR A NATIONAL AFFAIR.

(St. John Telegraph.)

WE have heard much recently of the grain that is to come to our ports from the prairies, and we have been reminded that great as the harvest is this year it will be comparatively small when measured against the crops of the future as the harvest fields are extended. Within a few years, the authorities in these mat-

ters give assurance, the West will raise 800,000,000 bushels. Now comes Mr. Coste to say that the proportion of this freight which will be carried to this seaboard in winter will give much business to all of the best harbours in these provinces, but that St. John, by reason of its situation, the short rail haul it affords to and from the West, and its other advantages, is the port which is best fitted to handle the heaviest share of the traffic. Here, then, is official recognition of the national value of this harbour above others in these provinces, recognition which the Common Council, the Board of Trade, and citizens generally should seize upon as establishing beyond question hereafter St. John's claim to federal assistance, not because St. John wants the business, but because the development of this port is absolutely essential to any business-like national transportation policy.

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A THOUSAND MILES NEARER EUROPE.

(Victoria Colonist.)

TO bring uncounted millions of acres of wheat in Western Canada a thousand miles nearer to the market in Europe, and make a saving of many millions of dollars every year in transportation charges, thereby ensuring higher prices to the farmers of the prairie provinces—this is what the opening up of the Hudson Bay outlet will achieve. It will mean a revolution in traffic routes and traffic rates. The immense amount of territory within the cost-saving reach of Hudson Bay, the New-World Mediterranean, will make this route one of the greatest trade arteries of the world. It will place the grain-growers of Western Canada in control of the markets of the world by making possible a great reduction in the cost of transportation. This saving will be brought about because the Hudson Bay route is by a very considerable distance the shortest route, and the saving is in the rail haul. How great a saving will be made from the difference in rail haul alone is evident from the fact that the average rate per ton-mile on the Great Lakes is about one-tenth of the corresponding railroad rate. In addition, there will be the saving resulting from the elimination of the re-handling. What the Hudson Bay Railway will provide for the Western grain-growers will be the shortest possible rail haul to tidewater, and direct water transportation to Europe from the very heart of Canada.

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THE SMALL UNIVERSITY.

(London Advertiser.)

THE small university is capable of a great work, a proof of which may be found in the Maritime Provinces. It has some advantages over the big university, where the mere size of the student body makes it difficult for undergraduates and teachers to come into intimate touch. Except in honour science and cognate work, requiring costly laboratory equipment, there is no reason why the arts department of the Western, with a modest but assured income, should not be as efficient as that of Toronto. Only a small proportion of those who enter a university specialise in science. For the great majority of young men and women in Western Ontario who aspire to a degree in arts, the Western will meet all requirements, if it can be placed on a sound financial basis, even in a small way.

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