

The Finishing Touch of Your Holiday Equipment.

To a city man a "scrubby" face is a horror, even though he be "far from the madding crowd" on his summer vacation.

To have to shave with the old style razor is likewise a punishment sufficient to spoil his whole holiday.

The Auto-Strop Safety Razor

is a complete solution of the difficulty—

1. Because with the **Auto-Strop** you can shave closely—and not cut your face—on a moving boat or train and without a mirror.
2. Because a single blade—owing to the self stropping arrangement—will last you for scores of shaves.
3. Because there is nothing to take apart to clean—just rinse it in water and wipe it off.

GIVE YOURSELF A REALLY GOOD PRESENT FOR ONCE

and convert a trouble into a pleasure for lifetime.

Buy an **Auto-Strop**

If not at your dealer's send us \$5.00 for complete outfit, including razor, box, 12 blades and strop.

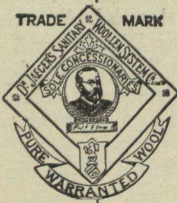


The Auto-Strop Safety Razor Co., Ltd.

14 ST. HELEN STREET, MONTREAL

"Cool Off"

With Jaeger Pure Wool Underwear,
you can do so with Safety.



The nature of pure wool makes the evaporation and diffusion of moisture easy and rapid, no matter how hot you may be, or how much you may perspire.

No other material makes this possible. Jaeger Summer Underwear is absolutely the safest and most comfortable—it is made from the finest fleeces procurable.

It is sold at fixed moderate prices in most cities in Canada. Ask your dealer.

Retail Depots: MONTREAL: 316 St. Catherine St. West.
TORONTO: 10 Adelaide St. West.
WINNIPEG: Steele Block, Portage Ave.

IDEAL LAWN FENCE

The neatest and most serviceable lawn fence made. Manufactured from stiff, heavy steel wire, heavily galvanized. Better than wood or iron fences—cheaper than either. Easily erected. Write for particulars.

THE
McGREGOR-BANWELL
FENCE CO., LIMITED
Dept. A
WALKERVILLE - ONTARIO

What Canadian Editors Think

THE PROSPERING MARITIME.

THINGS about St. John are looking alive and well, so far as trade and commerce are concerned. (St. John Globe.)

"The statistics of the export trade of St. John during the season just expired are very satisfactory. The notable feature is the increase in the value of the shipments. Compared with the previous season the gain is over three and a half million dollars. The grain shipments, it is shown, were considerably in excess of the year 1906-07. The statement of the Canadian Pacific Railway Company also shows the very prominent part taken in the business of the port by that company. The steamers owned or chartered by that enterprising corporation took away forty cargoes out of a total of one hundred and eleven. These figures are evidence of the ability of the great railway to bring business in this direction, and they suggest possibilities in the direction of trade expansion. Next season there ought to be a continuance of this growth in business."

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THE NEWCOMER'S OPPORTUNITY.

THE genteel Englishman on the coast has a chance of working into the economy of that hopeful country. (Victoria Colonist.)

"Every now and then some good-looking young fellow comes into this office and asks for work. He is clean and wholesome to all appearance and the first impression he creates is favourable. Every one wants to help him, but when he is asked what he can do, in too many instances he is completely nonplussed. He has come out here, perhaps from England, perhaps from one of the eastern provinces, believing that for a decent young fellow, ready to go to work, there ought to be a chance in this land of boundless opportunity. There is, but the young fellow cannot always see it, and it is not always easy for others to point it out to him. What shall he do to be saved from idleness or from drifting into some employment with little or no promise for the future? Perhaps in trying to answer this question, we may help some people, who may be thinking about just this sort of thing."

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GROWTH MEASURED BY COUNTING TIES.

RAILWAY building is perhaps the best single index to Canada's development. (Lethbridge Herald.)

"Canada's population to-day is about the same as the United States in 1805. Its railway mileage is about that of that country in 1858, according to the New York Sun. The pace of railway construction in the Dominion may be shown by total mileage for different periods, thus:

1877	5,574
1887	11,691
1897	16,437
1907	27,611

"Railway business has increased during the last ten years much more rapidly than has construction. Within that time there has been a gain of 70 per cent. in mileage. There has been an increase of 134 per cent. in freight traffic, measured in number of passengers carried and tons of freight hauled. Capitalisation a mile is \$56,995, and total capitalisation in round figures is \$1,550,000,000. Passenger earnings for 1907 were \$45,730,652, and freight earnings were \$95,738,079, a total of \$141,468,731.

Operating expenses were \$103,748,672. Within the next five years enough new rails will be laid to give Canada a system of more than 30,000 miles in total length."

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FRENCH PEASANTS WANTED HERE.

THE frugality and diligence of the French peasant seem like a good asset for Canada. (Ottawa Journal.)

"If the frugal, industrious classes of French peasants and farmers could be induced to come out and take up land in the Northwest they would be an acquisition to Canada and warmly welcomed. It is a pity more of them have not settled in the new western provinces. In farming, in spade cultivation and husbandry, there is room for thousands of them in the Dominion. But artisans are not required at present either in the French-speaking province of Quebec or in any other part of the Dominion."

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PATRIOTISM IS NATIVE-BORN.

TO love Canada better than the Empire seems to be a reasonable form of loyalty. (Montreal Standard.)

"One has seen the eye grow moist with feeling at allusions to other lands which have never been seen. The sanctions of the past have been sacred to many who have made this country their adopted home. Nor need the past be blotted out; but it is part of wisdom to direct sentiment into Canadian channels, to give our young people to feel (and especially those of them born in the country) that our own story is alluring; that we have precious names and events; but, above all, that we have a free and happy land, soft and tender, large and august, with vast possibilities, incomparably superior to those which any older civilisation can offer. With the national sentiment comes the song, the story, the thrilling cry, the swelling sense of power, and pride, and hope. The traditions of the past are to be remembered as incentives; but Young Canada must find its best and most impressive sanctions at the elbow."

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WINNIPEG AND IMPORTS.

NOT wheat alone, nor three hundred miles of trackage in one railway yard, but imports also must be considered in the phenomenal growth of Winnipeg. (Manitoba Free Press.)

"In 1903 the import trade of Winnipeg was \$10,795,836, in 1905 \$12,898,193, so that it will be seen the increase is a steady one. In the nine months of the short fiscal year 1907, the port imported 23 per cent. more than in the twelve months of 1903, which means an increase of over 60 per cent. in four years. The figures also show that Winnipeg is every year getting a larger share of Canada's import trade. Statistics published by the United States show indirectly the permanency of the influences which have been building up Winnipeg as a port of entry. This is found in the rapid increase of the trade across the northern border of the republic. This trade, according to American reports, aggregated \$63,595,594 in 1897, and not less than \$198,673,650 in 1907. During the nine months ending March last it reached the unprecedented figure of \$226,297,573. It needs no long explanation to show that Winnipeg, standing in the centre of the continent, must benefit more than any other city from this growing trade between North and South, of which new lines of railways are tending to make it the centre."

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