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In answering advertisements mention Canadian Courier

What Canadian Editors Think

FUTURE OF ST. JOHN.

(St. John Globe.)

IN a recent issue of the Victoria, (B.C.) *Daily Colonist*, there is an article on "The Future of St. John." "No city in the East," the writer says, "is looking to the future with greater hope than St. John," and it knows of none that has a better right to be hopeful. For "it is already the winter port of the Canadian Pacific trans-Atlantic fleet," and "the Grand Trunk Pacific people are making investigation which may lead to its utilisation in the same way by that company." Of course we could not expect our contemporary to be intimate with all the pre-election literature which was in circulation here recently, but if it were it would not have written with any shade of doubt as to the intention of the "Grand Trunk Pacific people." It would know that there have been positive statements of what the Grand Trunk Pacific intended to do, and that they are all right. The only doubtful thing is as to when the work will be commenced. A supposition in some enthusiastic quarters that it would be before the winter snows began to fall has not been realised, but the date is only, we are assured, postponed for a few weeks.

* * *

FUTURE OF FARMING.

(London Advertiser.)

DEPUTY MINISTER C. C. James looks for an accession of moral strength in the community as a result of the stimulation of agricultural activity. The people of the United States confront no greater evils than those which are inherent in the congestion of the larger centres of population. The tendency of the morality and common sense of the farm is to set the balance straight; and although we in this country have not yet witnessed a general demoralisation in our urban communities, it is not difficult for us to recognise the possibility of grave social problems should there be a general neglect of our opportunities. That there is little likelihood of the people of Ontario ever failing to appreciate the value of their agricultural opportunities is shown by the improvement of method in some places by the adoption of intensive farming; in others by the employment of more scientific methods in the larger branches of this calling, which cannot but increase the value of the output of the area already under cultivation. With the opening up of the arable land in those portions of the province which are as yet unsettled there will be added to the agricultural domain a large and profitable area.

* * *

WESTERN SUNDAY CARS

(Edmonton Journal.)

IN Edmonton, Calgary, Strathcona, and elsewhere there are growing up in Alberta great cities where Sunday street cars will soon be a burning question. These communities will not submit to be dictated to on a matter that exclusively concerns themselves. Whether in favor of Sunday cars or not, all citizens will be united in resenting the presumption of a group of legislators, many having their homes in villages where street cars will for ever be unknown, in assuming to decide a concern which is beyond the sphere of their authority. When the act was passed that made the running of street cars

on Sunday illegal municipal rights were wantonly violated. As to whether street cars are a necessity on Sundays or not, the future will decide. The question has been fought out in London, Toronto, Winnipeg, and most of the other large cities of the Dominion, and the result has been invariably that Sunday cars have been inaugurated. Probably the same decision will eventually be arrived at in Edmonton, and the peculiar conditions that prevail here will make the question one of urgency before it otherwise might have become so.

* * *

CIVIL SERVICE AND OFFICE.

(British Whig, Kingston.)

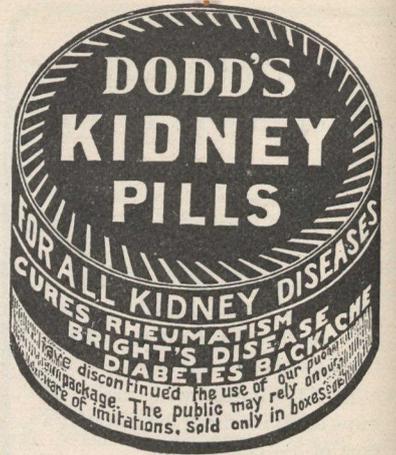
THERE is some meaning in the civil service examinations under the new conditions. All who desire may write in the examinations, which are held at certain convenient places over the Dominion, but only those who take high rank in them can have any show for appointment. In other words, those who head the lists will have a second try in the competitions which will, after this, precede all assignments to office. The percentage which passes may not mean anything. It may give the writer the chance or privilege of saying that he has passed the qualifying examination, but when avacancy has to be filled those who have taken the highest percentage will get the first chance. This is civil service reform in earnest. There will be no more appointments on the recommendation of any board, committee or party, with time in which to qualify. The qualification will precede the appointment and it will be the highest qualification which is at the disposal of the government.

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ELEVATORS AT VANCOUVER.

(Vancouver World.)

THAT the Hudson's Bay route may be useful to a certain extent we do not deny, but we affirm with confidence that its usefulness will cease at the very time of the year when an outlet is wanted. There may be some advantage in holding over one year's wheat until the following June and shipping it out through Hudson's Bay, but we must insist that the evidence at present points to a greater advantage in shipping it to this city and on around the Horn. It would certainly reach Liverpool sooner and the gain in this respect will be increased when the Panama Canal is opened. Vancouver, however, will not always be the only ice-free salt water port on the mainland coast of British Columbia, and since there is a present demand for elevators here it is incumbent on the citizens of Vancouver to bestir themselves in the matter of providing them. For it must be remembered that important to Vancouver as a grain-shipping business would be, the indirect benefits of the traffic may easily outweigh the direct ones. To begin with the demands of the lumber trade on the car service would no longer be in opposition to the demands of the wheat-shippers, the cars which brought the wheat here carrying the lumber back to the prairies. Again, to facilitate the shipment of lumber is to facilitate every subsidiary line of business, to make Vancouver not only a Liverpool, depending chiefly on traffic, but a New York with industries supplying products to the country on this side, and even beyond, the mountains.



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The Chateau Frontenac
(C. P. Ry.)

American Plan, \$4.00 up.
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The Royal Alexandra (C. P. Ry.)
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European \$2.00. American, \$4.00
Accommodation for 600 Guests.

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Glacier House (C. P. Ry.)
GLACIER, B. C.

American Plan \$3.50 up.
Accommodation for 200 Guests.

Hotel Vancouver (C. P. Ry.)
VANCOUVER, B. C.

American Plan \$3.50 up.
Accommodation for 400 Guests.

In answering advertisements mention Canadian Courier