

coercing capital. Public sympathy, however, may sometimes be found on the wrong side, and in such cases is largely responsible for the lawlessness and violence which usually characterize strikes.

Among the principals in the great strike, Mitchell probably stood first in generalship, originality and self-possession. He commanded a ragged regiment, and could count on nothing so much as on the fickleness and uncertainty of his followers. But he saw that so long as he could feed these men he was tolerably sure of their keeping in line. And so it proved. The miners held bravely out until the mine owners agreed to arbitrate; and in case arbitration had been steadily refused, would probably be holding out still.

Up to the present the community seems to have cried out for legislation against the operators. Even the heroic remedy of expropriation has been seriously proposed. But as a matter of fact, legislation should begin at the other end. At present the unions are not legally responsible bodies. They cannot be compelled to keep any agreement, and hence the reluctance of proprietors to break with labour. Business relations between a responsible and an irresponsible party could hardly be expected to be satisfactory. A necessary step, therefore, would seem to be to make the unions as responsible for the fulfilment of all contracts as owners are at present. At all events, the community cannot afford to stand idly by and allow the vagaries of a blind strife to threaten the well-being, and even the existence, of its members. The natural co-ordination of things may give promise of a solution of the difficulties involved, but it is within the

sphere of legislation to hasten that co-ordination.

The past few years have witnessed a wave of prosperity unprecedented in the history of Canada. The immense possibilities of the Canadian West have been revealed in a series of record-breaking crops. Investment of capital has been stimulated in many lines, and the latest expression of this activity is the Grand Trunk Pacific project. The relation which the proposed line is to bear to the Grand Trunk system is not clear. The new road, however, will form in some sense a Pacific extension of the G.T.R. The western division will run to the northward of the Canadian Pacific line, opening up the Peace River country, and the high price of C.P.R. stock will no doubt gild the stock of the Grand Trunk Pacific. The original promoters, therefore stand to win, whoever else may lose. The ultimate value of the stock will depend upon the future of Western Canada; and though that future seems assured, it would not be safe to base an estimate on present conditions alone. With respect to the productive area of the West, great difference of opinion exists as to its actual extent and value. That it is vast and valuable may be admitted, but it is possible to exaggerate. Again, it must be remembered that the characteristic climate of the West is dry, and therefore the past few years are exceptional rather than normal. Nothing is surer than that the country will, in the near future, experience a return to usual climatic conditions, with a corresponding falling off in production. It thus becomes a question whether during a series of lean years there will be room