

Canadian Northern bonds in part payment. The other day, a despatch stated that they had closed an option for the purchase of more than 4,000 acres of iron land at Grand Rapids, on Mattagami. The United States Steel Corporation was understood to be interested in this new field on the coastal plain of Hudson Bay, but the Canadians managed to obtain the iron. A large land company, recently incorporated, bore the imprint of Mackenzie-Mann enterprise, while a few weeks ago the smiling financier of few words became a director of the Hudson's Bay Company. The Canadian Power and Paper Company secured a charter with authority to manufacture paper and to develop powers in connection therewith. The capital is \$10,000,000, and the provisional directors are the Mackenzie-Mann legal staff. These notes have been seen before, individually. Collectively, they make an interesting exhibit.

EDITORIAL NOTES.

"Tomatoes excited" is the market report of a contemporary. This must be a case of vegetable animation.

Winnipeg is discussing municipal fire insurance. This comes as a surprise, when it was generally thought that the Western metropolis had passed its elementary business examinations.

If, as reported, the Grand Trunk Railway officials denied the State Railroad Commission admission to the wreck investigation, they probably made an ethical error. The fullest possible publicity is the best asset of a corporation. The fact that an atmosphere of secrecy was created has led to undesirable rumors, insinuations and stories of things which never occurred.

New York City, so it is said, is to be treated to another series of police scandal exposures. This leads one to thank the lucky stars that respect for the law in Canada is well defined, and that the legal machinery is clogged by little scandalous sand. A so-called civilized nation or city may easily become one of savages, simply by refusing to recognize the law and by polluting its sources with bribery. Civilization may be judged by the respect shown for life and property. Anything that tends to strengthen the law and its observation is good. The city of Chicago stands prominent as a community which has thrown regard to the four winds. Corrupt police and magistrates find their way into the disreputable districts and centres of crime. It is asserted that the bosses of these sections dictate as to which magistrates shall be appointed to mete justice in particular neighborhoods. In return, several thousand votes are handed into the right quarters. In other words, the franchise is used not only to protect vice, but to poison protection. Politics and the police make a bad mixture. The law must be kept immune from such influences.

Within the next few years it is likely that considerable capital will be employed in the development of our Pacific coast fisheries. Sir George Doughty is about to return to England after an inspection of the sea wealth along the British Columbia's edge. He is an expert in fishing matters, and will convey a favorable report to influential British investors, who will be advised to establish a Canadian fishing industry in British Columbia, backed by British capital. He regrets that at the present time the fisheries, which extend from Vancouver north to Stewart, are exploited almost exclusively by Americans and Japanese. As a large amount of money will be required to develop the scheme proposed by Sir George, an application may be made to the Canadian Government for assistance in the form of a subsidy. Undoubtedly there are great possibilities in Canada's fishing grounds. They await only capital and enterprise.

It is good to be reminded now and again that dollars and cents are not the only ideal and that extensiveness of area and wealth of natural resources do not necessarily make a country great. During the past few weeks, many have given sound advice along these lines. The Bishop of London, for instance, the other day expressed his conviction that Canada would be a nation of one hundred million people, the greatest nation of the world, but it would not be "unless in family life, in business life, in political life and municipal life you have a delicate sense of honor, and your word is as good as your bond." Four things he emphasized as essential secrets of success: (1) Absolute straightness and sense of honor; (2) deep-seated humility—no side, no frills, and no airs; (3) true and genuine sympathy, and (4) quiet, humble, unshaken faith. These applied alike to individuals and the nation, and these he left with Canadians.

A movement is afoot to reduce cable charges generally. This may be done by regulation of rates, although the companies cannot be expected to go much further than they have in this matter, or by the purchase of cable corporations by governments interested. Cheap cable charges, especially for the benefit of the Press, would prove one of the most valuable links ever welded. We cannot learn much of our brothers and cousins in newspaper despatches at ten cents a word. If we wait for a letter, new achievements overshadow. At present, messages over the cable wires are chiefly dictated by politics and economy. As much politics as all wish, but a great deal less of stinginess is desirable. If the various governments were to purchase the world's cable service, ruthlessly cut charges and operate at a substantial loss even, a large gain in other ways would result. The globe would become transformed from the football to the orange size.

The other day, James J. Hill celebrated a birthday. Seventy-two years ago he changed the vital statistics of Rockwood, about six miles from Guelph, Ontario. Later at St. Paul, Minnesota, he penned away as a shipping clerk. Seeing that the railroad would outstrip the inland steamboat and change American geography, he started in business as a railroad and shipping agent. Establishing a steamboat service on the Red River, then the most important trade highway to the Northwest wilderness, he entered into competition with the Hudson Bay Company, which later combined forces with him. Early in 1874, Donald A. Smith, now Lord Strathcona, then living at Montreal as the chief commissioner in America of the Hudson Bay Company, conceived the idea of securing control of the St. Paul and Pacific Railroad, a disconnected system of about five hundred miles. The road was under a receivership. Norman W. Kittson, another Hudson Bay man, and Donald Smith, picked James J. Hill as the man to secure control of the road. After extraordinary energy, the property was purchased by the St. Paul, Minneapolis and Manitoba Railroad Company, which had been formed by a syndicate of four for the purpose. The profits of the bond transaction amounted to \$3,500,000 for each member of the syndicate. But these were on paper. Hill had to put the road upon a paying basis. In two years, it was not only paying the interest on its bond issue, but commenced paying dividends on its stock. One of his assistants at that period says that he was baggageman, conductor, engineer, track-walker, fireman, passenger agent, freight agent, traffic manager and everything else on the road at different times. His has been an extraordinary career of success. Canada is proud to have cradled him. Interviewed on his seventy-second birthday last week, he referred to the recent talk of conserving water, conserving land, conserving coal and conserving iron. "It is too bad," he added, "that someone did not say a word about conserving commonsense." Which is a typical Hillism.