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Topics of the Day

AS a protest against pessimism, the annual meeting of the shareholders of the Canadian Pacific Railway was noteworthy. There were reasons for the optimism displayed. The gross revenue from traffic increased more than eleven million dollars. This is perhaps the largest gross increase in earnings ever shown by a Canadian Company and it was sufficient to make the shareholders joyful. The report of the steamship lines on the Atlantic and Pacific was favourable. This is important because the C.P.R. steamers on the Atlantic were purely experimental. That these steamers are to be replaced by larger vessels is a distinct "boost" for the Canadian Atlantic route. It should not be forgotten that ten years ago Canada was quite pessimistic as to her Atlantic trade and it was felt that Portland, Boston, New York and Philadelphia had an advantage which could not easily be overcome. The people of Montreal, Quebec, St. John and Halifax may take fresh encouragement out of Sir Thomas Shaughnessy's remarks.

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Sir Thomas has several times denied, according to the newspapers, that the Empresses would be transferred to the Pacific and larger boats substituted for the Atlantic trade. This must have been what is known as "official" denial, because he now hints that this will likely be done. The incident recalls Sir William Van-Horne's denial of the interview with him which appeared in a Montreal paper stating that he would retire from the Presidency within a year. It was afterwards shown that the interview was authentic, but Sir William denied it absolutely. Apparently, he found that the announcement was likely to injure C.P.R. interests of the moment, so there was nothing left for him to do but discredit the reporter. He did so, but at the appointed time, he handed the presidency over to Sir Thomas Shaughnessy and took the minor office of Chairman of the Board of Directors, which he still holds.

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During the past few weeks Canada has received some notable advice. The London "Standard" suggests that the Dominion should charter a fleet of steamers next spring, invite immigrants to come along to this Land of Promise and give them free transportation. The idea is an excellent one. It would be spectacular. It would be the hugest advertisement any new country ever received. No doubt there would be practical difficulties in the way to ensure fair treatment for every person, but these should not be insuperable. "Oliver's Armada" would be an excellent title for the fleet and we would suggest this to the modest Minister of the Interior.

The New York Sun suggests that as soon as Canada obtains the full treaty-making power, the world will acknowledge that she is a full-fledged nation. The Sun would like Canada to go on as she is doing and obtain this power and then decide on independence. It is nice to have the Sun take interest in us and our progress, but it rather spoils its case in suggesting that it would like to see us independent. Independent of what?

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That a five-cent stamp will now carry an ounce of mail matter to foreign countries will be quite a boon to business men who write large and important letters. Postal reforms are coming so fast and furiously that it is difficult to keep up with them. Mr. Henniker Heaton and other reformers deserve the world's gratitude, for this reform applies to all countries in the International Postal Union. It would be interesting to know what the letter rate would be if the business of carrying

mail were handled by private corporations instead of governments.

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Mr. George Hannah, manager of the Allan Steamship Line, is proud of the Grampian, the new ship which will help to develop direct trade between Glasgow and Montreal. The vessel arrived last week in Montreal, and with the Hesperian, now almost ready, will commence a regular service next spring. Canada's ocean-going fleet is increasing with rapid strides, and the portion of Canadian foreign traffic carried on by Canadian vessels is steadily increasing.

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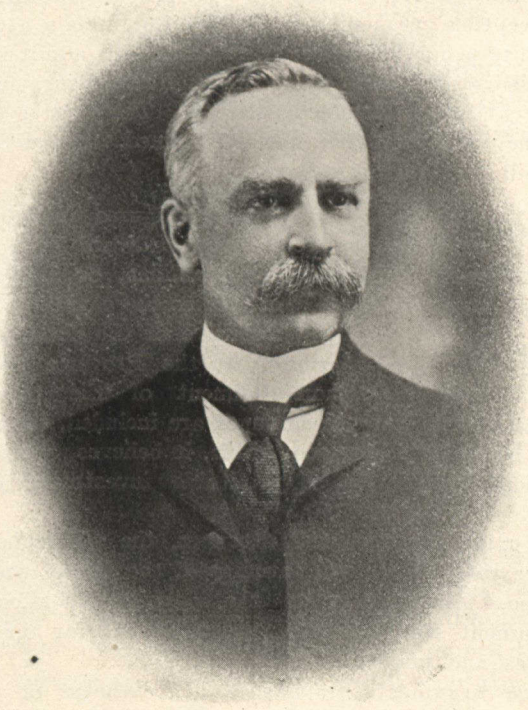
The growing intimacy between this country and Great Britain is shown by the post-office statistics. In September, Montreal received 1597 mailbags from Great Britain as against 928 last year. Outgoing mail showed a similar increase. There was a gain of 3,750 pounds of letters and 20,000 pounds of printed matter. These facts are of considerable Imperial significance.

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Mr. Samuel Kydd of the Montreal Gazette has completed forty years of service in journalism. There is no editorial page in Canada which ranks higher than that of the Gazette. It is scholarly, temperate and dignified. It is somewhat out of tune with the modern bent towards municipal and government ownerships, but that only serves to emphasise the unswerving adherence of Mr. Kydd to his own ideas and ideals. Faithfulness to the truth as he sees it is a most valuable quality in a journalist.

Mr. Kydd was born in Scotland in 1853, but his schooling was received in Toronto. His early newspaper training was gained in Lindsay, from which Ontario town he went to the Gazette in 1874. He succeeded Mr. R. S. White as editor-in-chief when that gentleman became collector of customs for Montreal on January 1st, 1896.

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Mr. Samuel L. Kydd,
Editor, Montreal "Gazette."