

now appears, from his own statement, that it was his "sincere desire after the general elections to be relieved of the duties and responsibilities of leadership." He gives as his reason that "political activities have never been especially attractive to me." This reason the general public will now accept as the one which caused the rumours which created so much comment from time to time.

Having been re-appointed to the leadership with every show of unanimity and enthusiasm by his newly elected confreres in the House, and having again accepted the honour and responsibility, there need be no further doubt as to Mr. Borden's position. If he lives and has the ordinary reward of an Opposition leader, he will be the next Conservative Premier of Canada. Whether that honour comes to him soon or late, there is no doubt he will bring to the position the qualities which make for safe and dignified administration. He may never be the leader of men that Sir John Macdonald was, but he would at least do nothing which would cause the country to be ashamed of his character or bearing.



WHY THE WEST NEEDS RAILWAYS

REASONS why the Alberta government should plan to guarantee twenty-seven million dollars of railway bonds to branch railway lines are easy of discovery. The main or trunk lines which have been built at the expense of the Dominion do not serve more than one-quarter of the country except in a general way. They bring goods to the main distributing points but it is a long haul from these to the small villages. Only about one-quarter of these villages are on the main lines. The others must be served by branch lines, such as the governments of Alberta and Saskatchewan proposes to encourage.

The Western country needs railways for two great purposes—to take out wheat and bring in coal. The first purpose is fairly well understood, yet it is sometimes forgotten that a farmer cannot economically deliver wheat more than twenty miles from the place of production. If he has farther to draw his grain, he must spend one night in the village every time he takes in a load. This adds from three to five cents per bushel to the cost of production. Only a multiplicity of branch lines will extend settlement. Already there are many settlers in the two provinces who are fifty miles from a railway station. These people work under a great disadvantage which it is the business of the provincial governments to remedy as speedily as they can. For example there is a vast district south of Moose Jaw, between Weyburn on the "Soo" line and Lethbridge on the Crow's Nest line, which contains more than three million acres of wheat land which is at present almost inaccessible. Into this district last year more than 4,600 homesteaders passed, but they will work under great disadvantages until one or two railways traverse the district. There are a number of other equally large districts which are similarly situated.

The second great need of this country is an ample supply of coal. There is no timber and practically no firewood south of a line which runs from Edmonton to Prince Albert. Settlement in this vast region, capable of supplying homes to ten million or more people, is absolutely dependent upon a plentiful supply of coal. Only numerous competing railways will provide that supply at a reasonable price. The freight weights on coal to non-competing points is pretty high and the people are paying high prices for what is an absolute necessity for heating purposes, for threshing machinery and for steam ploughs. The people are even more interested in cheap rates on wheat sent out of their districts.

The West is booming. The settlers are going in. To keep it booming, the people must be given every advantage in securing their supplies and shipping their products. To do this means a continuation of the era of railway building.



BOSTON AND RECIPROCITY

THE most remarkable of recent utterances on Reciprocity was that of Mr. Bernard J. Rothwell, made at a Canadian Club dinner in Boston a few days ago. A portion of Mr. Rothwell's address is here given and shows that the people of New England are not abating their interest in this international question. He said:—"The Boston Chamber of Commerce augmented as it soon will be by the inclusion of the Boston Merchant's Association, is destined to be the largest and most influential commercial, industrial and civic organisation in the eastern section of the United States.

"The Chamber of Commerce has always been profoundly interested in the development of the Dominion of Canada and in the promotion of equitable trade relations between the United States and

Canada. It has for many years persistently advocated this policy. It will continue to do so until success crowns the effort.

"Great economic movements, whether domestic or international, make painfully slow progress, and on the surface reciprocity appears further away to-day than it was fifteen years ago. Closer study, however, will, I think, show it to be much nearer.

"Admitting a continued rapid growth in the population of the Canadian Northwest, the Dominion cannot for many generations, if ever, achieve under present tariff policy that degree of prosperity which unrestricted trade with the United States would speedily produce.

"So far as the United States is concerned, closer commercial relations with Canada are, it seems to me, a fairly imminent economic necessity.

"Consumption is rapidly overtaking our sources of food supply, and with the inevitable large and steady increase in our population this question must eventually become one of paramount importance.

"The Dominion of Canada, maintaining as it does a standard living similar to our own—and already our best customer per capita of population—would be a steadily increasing buyer of our manufactures, which are well adapted to Canadian requirements.

"Canada to-day stands third in volume of purchase from, and fourth in volume of sales to the United States. The mutual interests involved are therefore so vast as to demand and deserve the most considerate treatment.

"Strangely enough, the prominent statesmen of both countries do not energetically grapple with this problem. Were it to come before both peoples in the form of a referendum there is little doubt that they would quickly sweep away the trade barriers by which they are now separated.

"Every thoughtful American respects the loyalty of Canada to its imperial affiliations and the strength of its national sentiment but these need not be jeopardised to the least extent by absolute commercial freedom between the two countries.

"The Canadian Club of Boston would be particularly concerned in promoting sentiment in favour of the closest reciprocal trade arrangements—absolute free trade between the United States and Canada.

"Boston, to perhaps a greater extent than any other city in the United States, would profit by the establishment of such intimate commercial relations.

"Boston is the natural winter port of the great Canadian railway systems, and as the production of the great northwestern territories increases—as it will with leaps and bounds—the need of an accessible shipping port available every day in the year for ships of the largest tonnage will become imperative."



A HISTORIC NAME

WHEN a fortunate Winnipeg woman won the prize offered by the Grand Trunk Pacific Railway for a name, to be given to the western terminus, there were not wanting critics of the choice—"Prince Rupert." It was considered by some wise writers extremely undemocratic to call a new town after the nephew of a British sovereign—and one who lost his head, at that. As the months go by, everyone seems to be reconciled to "Prince Rupert"—even to enjoy the sound of the new port's name. For the matter of that, one might mention respectfully that New York is named for the most unpopular of the Stuarts, and delightful old Charleston is named for another of that ill-starred line. If the Republic can regard with equanimity the names of those ports and can enjoy their history, far be it from this Dominion to wish to call its new towns by names which are utterly unassociated with her story of settlement and conquest!

It must be remembered that, among other anniversaries of this commemorative year, there is the tercentenary of the fur trade on the American continent. It was much later, however, in 1670, that Charles II incorporated Prince Rupert, General Monk, Sir Philip Cartaret and their companions as "The Governor and Company of Adventurers of England Trading in Hudson's Bay." The writer of "The Fur Traders as Empire-Builders" in the Atlantic Monthly gives us interesting historic lineage when he writes:

"Over in British Columbia, just below Alaska's southern projection, as these lines are being written, Boston landscape architects are laying out the town of Prince Rupert, the coming ocean terminus of the Grand Trunk Pacific. We are thus carried back in memory to the Boston skipper Gillam, who, at Rupert's River, laid the foundation of Rupert's Land; 1908 is linked with 1668 and the gulf between Edward VII and Charles II is bridged."