

ability, a class of public men who will go into politics with the single purpose of governing the nation for the benefit of the people; and so will free us from the necessity of forming political "vigilance committees" from time to time for the sole purpose of compelling our representatives to pay some attention to their professed duties? There are far more such men in public life in Europe to-day than there are either in Canada or the United States. I verily believe that more of them emerged to help on the late revolution in China. Why cannot we get a sufficient supply of them to "man" our representative positions? We get enough honest lawyers to make a whole Bench of most fully trusted and entirely unsuspected judges. And if the lawyers can do this, why despair of the rest of us? It seems to me that the first burden of this duty rests with the colleges.

THE MONOCLE MAN.

The Montreal Motor Show

MONTREAL has just closed its seventh motor show, the first of the season in Canada. It was formally opened by Mayor Lavallee who, standing on a big motor-truck, spoke briefly in reply to Mr. Duncan Donald, past president of the Automobile Club of Canada. In the presence of nearly a million dollars worth of motordom the Mayor traced the history of the good roads movement as influenced by the development of motoring. He remarked that the most constitutional enemies of the motor-car had been the farmers who disliked the use made of the roads by the motor-car. Now the motor-car had resulted in the building of better roads for the benefit of all classes of the community, including the farmers. He referred to the big highway projected from Montreal to the Southern States and another to the Maritime Provinces, predicting that the highway problem would become so important that a Minister of Roads in the Dominion Cabinet would yet be a necessity.

The show while much like any other motor-show of similar dimensions was much better displayed than in previous years. 1913 models were all shown. All the most recent minute developments in motordom were epitomized. The novelties included flying boats, top-seat buses, electric starters, new electric lighting for limousines, foreign cars, new designs in motor-trucks, new exhibitions in tires, new compromises between the touring car, the light roadster and the runabout, and thousands of new reasons why the average man should invest in an automobile as a necessity of life. In all about two hundred cars and trucks were shown.

Mr. Asquith's Fame

WHATEVER one may think of the methods adopted by the Radicals in England towards breaking up the present system of society in Great Britain, the Asquith regime promises to be famous in British history. The cabinet may or may not be in unison with regard to the various subjects under discussion, but Mr. Asquith seems to hold them together in a remarkable manner. In their famous fight with the House of Lords, they were all pretty well agreed as to the advisability of asserting the superior powers of the Commons. On Irish Home Rule, they have stuck together so far. On the Lloyd George social measures for old-age annuities and state insurance there have been no defections. The questions connected with the land tax may not be so successful, but some results are sure to follow. Now comes the announcement of a new educational policy to follow on Home Rule, Welsh disestablishment and Franchise Reform. Viscount Haldane, Lord Chancellor, announced this last week at a speech in Manchester. Apparently he is going in for a system of national education at the expense of the state, somewhat similar to the systems which now exist in Canada and the United States.

These are the features of the Asquith regime. Mr. Asquith figures personally very little in any of the measures. But he is the cohesive power which holds all these radical reformers together and keeps them from bumping each other out of the cabinet circle and yet allows them nearly all the freedom they desire. Further, he has shown wonderful political skill in holding his heterogeneous party together in the House and equal skill in retaining the confidence of the majority of the electors. Every now and again, it looks as if the Asquith Government had only a few weeks to live, but suddenly there comes a turn in public sentiment and the talk of dissolution ends. These things are not accidents. They must be the result of a tremendously clever political mind, such perhaps as England has not seen since the days of Disraeli and Gladstone.

Statesmanship and Diplomacy



Chandni Chowk, the Main Street in Delhi, Which Has Just Been Made the Capital of India, and Where Lord Harding Was the Subject of an Attempted Assassination on the Occasion of His Inaugural Entry to the New Capital.



Rt. Hon. Herbert Henry Asquith, K.C., Prime Minister of Great Britain, and Rt. Hon. Sir Rufus Isaacs, K.C.V.O., K.C., Attorney-General, Caught by the Camera as They Were Going to Ambassador Reid's Funeral.

Photographs by L.N.A.