

THE NEW NORTHWEST.

"The old Northwest has disappeared. Today it is the great Canadian West, embracing within its limits three of the youngest, but most vigorous provinces of the Dominion. Tomorrow it will be Central Canada, the home of the majority of our population and the seat of the dominant political power of the country."

Thus does the Montreal Star speak editorially of this country. Proceeding further it dwells on the potential possibilities of the "New Northwest."

To the north of these prairie provinces lies the great hinterland of Western Canada and here a new Northwest is springing up whose possibilities of development are as promising as were those of the old Northwest a generation ago.

The best known portion of the new Northwest is the Peace River country to the north and west of Edmonton. Here settlers have already made permanent homes; wheat is grown, cattle raised, mineral deposits worked and organized trade carried on.

But beyond is a vaster region still, which until recently had been visited only by fur-traders and explorers. It is generally described as the lower valley of the Athabaska River and the Mackenzie River region. Of the nature of that country and the character of its climate something has been known, but that stock of information has been largely augmented by a report just issued by Mr. E. Stewart, Superintendent of Forestry, who recently made a trip down the Mackenzie River.

It was June when he reached Athabaska Landing, one hundred miles north of Edmonton. The weather was warm and at times sultry, culminating in heavy showers, which were much needed for the grain. In the country surrounding the Landing, farming has been carried on for some time with marked success, wheat being one of the staple crops.

The trip down the Athabaska River was made on the steamer *Midnight Sun*. The heat during the day was excessive, the thermometer often standing at 92 degrees in the shade. Some good land was seen, much spruce timber, and gas wells passed. One was on fire and the roar of the burning and escaping gas could be heard for a distance of half a mile.

Along the lower valley of the Athabaska are extensive banks of tar sand containing twelve per cent. of bitumen, and which Mr. Stewart thinks may be of commercial value when the region is reached by railway. Many indications of petroleum were noticed, tar was found even as far north as the Lower Mackenzie and deposits of asphalt were also noticed.

This north land seemed to be filled with surprises. On July 15th Mr. Stewart came to Fort Providence on the Mackenzie River, 917 miles from Athabaska Landing. There he found peas growing in the gardens fit for use, potatoes in flower and other ordinary vegetables about as far advanced as they would be at that time a thousand miles farther south.

In speaking of the timber of the Mackenzie basin, Mr. Stewart says that "the whole of the Arctic basin, except the barren lands of the far north and certain little areas in the watersheds of the Athabaska and Peace rivers, which latter are prairie, may be correctly described as forest land."

The watershed of the Mackenzie is computed to contain 451,000 square miles, and, if for nothing else, it possesses great value in its fur-bearing animals. In the future, better regulated hunting and trapping will tend to increase production and with the steady advance in the price of furs, a rich harvest should for many years to come be

gathered from the wild animals of the far north.

As this vast hinterland becomes better known other and more extensive resources will be discovered. Its prairies will be tilled, its water powers harnessed, its mines worked and its forests turned into timber. The time will come when Canadian railway development will be northward instead of westward, as it is today, and when the new Northwest will like the old join the sisterhood of Canadian provinces.

WAR WASTE.

(Montreal Daily Witness.)

Thoughts are mightier than armies. Principles have achieved more victories than horsemen or chariots.—W. M. Paxton.

The military and naval expenditure of the four leading great powers offers an interesting subject for study, both as regards its bearing on the productive energies of the nations and its financial effects in dissipating wealth. The total cost in money in each case is so enormous and the grand total so stupendous that the wonder is how the several peoples manage to stagger along under their crushing burdens. The most surprising fact discovered by a comparison of these figures is that the United States, a nation which has the least reason of any for military expenditure, heads the list. Of the sums expended by Great Britain, France, Germany and the United States, on account of preparation for war and on account of past wars, the United States has expended and is expending more than any other nation in the world for both these objects. For the present year the republic is spending for past wars and in preparation for war \$84,975,238 more than Great Britain, \$136,067,839 more than Germany, and \$152,859,936 more than France. The total expenditure by the United States in preparation for war and on account of past wars reaches the huge sum of \$384,801,059. Yet the United States has the smallest army of any of the powers, only fifty two thousand men, and a navy of only forty two thousand men, compared with Great Britain's army of over two hundred thousand and her navy of about a hundred and thirty thousand, Germany's army of six hundred thousand and navy of over sixty thousand, France's army of five hundred and fifty thousand and navy of over fifty-six thousand. The total expenditure for the year of all four powers for war purposes, past and present, aggregates \$1,165,250,000, or five per cent. per annum on a capital sum of \$23,305,000,000. This is the annual burden the people of the four foremost among civilized nations are bearing, and merely represents what is taken every year from them in payment for former wars and in preparing for future wars. A more astounding exhibition of savage wastefulness could not be imagined. Is it any wonder that there should be widespread poverty when a sum so stupendous is taken from the proceeds of human industry to be squandered in payment of former devastations and in preparing for future bloodshed and destruction that will further add to the load the nations must carry as an endless first mortgage on their industries? It seems that this criminal waste must continue until it culminates either in some unprecedented catastrophe, or, happily, in an awakened conscience which will compel an abandonment of the whole pernicious competition in readiness for quarrel.

Sometimes our failures come through want of courage, and sometimes through want of hope. But the faith that lays hold, that grips the hand of the Infinite, will have both hope and courage.

To repel one's cross is to make it heavier.

"CLEVER MEN SO OFTEN FAIL."

"Never," said Dr. Macnamara to a youthful audience the other day, "be downhearted about not being clever." "If is the clever man who so often fails. It is the steady, faithful, honest worker who leaves him easily in the rear in the long run. Simply do your duty day by day. Be always ready, of course, to strike the iron while it is hot; but be ready also to make it hot by striking. Let duty be your first and last watch-word."

It was at Montreal that the present Parliamentary Secretary to the Admiralty was born, but his education was for nally begun at Exeter, where he attended the Mint Wesleyan School and St. Thomas's Board School. On the occasion to which reference has been made, after relating that he hated at first the career of a teacher which had been marked out for him, and desired to be a soldier, Dr. Macnamara remarked, "My experience of life is that half the people of the world fail because they spend their time in thinking how much better they could have done at something else."

He spoke of his work as pupil teacher and his training at Borough Road College, his work as assistant-master at Lancaster and Huddersfield, and as master at East Bristol, and then passed briefly over the well-known facts of his appointment as editor of the Schoolmaster, his election to the London School Board, and candidature and election to Parliament.

He could honestly say that he had never set out with the determination to get to the Treasury Bench or anywhere else. He did not believe in the soldier who joined the army determined to be a field-marshal. If he did he would be tempted to subordinate his immediate duty to his own ultimate personal aims. He would be inconsiderate of the feelings of others, certainly selfish, and probably unscrupulous.—Young Men.

THE GREATEST PROCONSUL OF THIS AGE.

Lord Cromer, who is a scion of the great banking house of Baring, seems to have inherited none of his traits from his grandfather, a cold and sententious, but courteous, character. Lord Cromer's uncle, by the way—that brilliant Alexander Baring who became Baron Ashburton—originated the European practice of marrying American heiresses and had the type of character described by young ladies as perfectly lovely. Another very agreeable man was Lord Cromer's distinguished brother, Edward Charles Baring, who was made Baron Revelstoke for personal qualities among which tact was conspicuous. Another magnetic member of the family was Lord Cromer's cousin, Sir Francis Thornhill Baring, who became Earl of Northbrook and had delightful social qualities. As the one genuinely disagreeable character produced in some generations of pleasant Barings, Lord Cromer constitutes, therefore, what is known in botany as a "sport"—a striking variation, that is to say, from the accepted type. Heredity, however, is not the explanation, according to those students of Lord Cromer's disposition who lay stress upon the circumstance that he is a dyspeptic.—Current Literature (May).

Only three per cent. of the world's population gains a living directly from the sea.

About three hundred and fifty lives were lost on the North Atlantic coast during the fall and winter.

The brewers and licensed victuallers of England are raising a fund of \$500,000 to fight the Licensing bill.