

was also dragged in. His cable to Lord Strathcona that he "would consider it absolutely out of place to say or do anything which might be considered ever so remotely as an interference in any party contest now before the electors of Great Britain and Ireland," was tactful and timely. Canada enjoys excellent credit in Great Britain. This should not be wrecked for the sake of a little party and political leverage.

NEW YORK'S SILENCE.

New York is usually prominent when freight rates are being discussed. Its silence during the disturbance among Montreal importers is significant and to many was without explanation. It is now stated that in opposition to the advance in freight rates by the Canadian North Atlantic Westbound Conference a concerted movement is in progress for the shipment of goods to Montreal by way of New York instead of by the lines of steamers trading direct with Canada. Therefore, New York quietly anticipates. Quotations have been asked of United States companies by many large wholesale houses in Canada.

Should this diversion of freight assume large proportions it will mean a serious loss of business to the companies operating the Canadian Atlantic route. Mr. G. M. Bosworth, the fourth vice-president of the Canadian Pacific Railway, is reported to have said that if it were not for passengers, the Atlantic lines would be in the receivers' hands. He also expressed the opinion that the increase in freights would not neutralize the Canadian preference to Britain. If the ocean steamship business is really in such a perilous condition, it will not be improved by freight diversion to the New York route. A large passenger and freight business on the Canadian Atlantic highway will be enjoyed during the coming season. That the North Atlantic Conference should choose the present time for a rates increase, appears to be a one-sided proposal. During the past few years unlimited energy has been expended to build up a first class tourist traffic to Canada, to set in motion an influx of well-selected immigrants, and to encourage Great Britain to participate in a larger share of Canada's import trade. These things have not been easy of accomplishment. Indeed, the fruits of labor are only beginning to be gathered. The proposed increase in freight rates is a severe blow to the many interests which have at heart the general development of the Dominion. The Canadian Pacific Railway has usually, and correctly, considered that public opinion in this country is an asset well worth the possession. The people of Canada expect that Company, an important factor in the Conference, to protect the interests of Canadian commerce and development. The government will undoubtedly give to the claims of the deputation, which waited upon Sir Wilfrid Laurier and Sir Richard Cartwright on Wednesday, the serious consideration they deserve.

EDITORIAL NOTES.

With Cobalt "blind pigs" and Porcupine "wild cats," the mineralogical, zoological classification of Northern Ontario is becoming rich.

Bank and clearing house figures, building, assessment, trade and customs reports, agricultural production, mineral output, are all breaking previous records. One can almost hear the din as the old records tumble one after the other.

Evidently there is sentiment abroad for Anglo-Canadian banking relations. Following the recent proposal of a London financial firm to purchase \$1,000,000 worth of a Canadian bank's stock for sale in England, a London cable now states that an important Anglo-Canadian bank is in process of formation. The capital,

it is said, will likely be one million sterling. Even should this institution not become an actuality, developments along this line may be anticipated. In that connection there is expectation of immense sums of money in Britain seeking investment as soon as the Bank of England rate falls in the early spring. Only two Canadian flotations have been made in London during the past two months, but as soon as the market is in better condition and the political strife has ceased, many new Canadian issues will be introduced overseas. Grand Trunk Pacific and the city of Calgary are this week testing the strength of the market each with an issue.

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The annexation of Canada by the United States, according to prominent speakers at the thirteenth annual dinner of the Canadian Society of New York, is now nearly out of reckoning. Justice Riddell said there must be two great English-speaking nations upon this continent. Mr. J. A. Macdonald, an enthusiastic Canadian wherever he goes, spoke of the large numbers of Canadians in the United States and United States citizens in Canada. "You on this side," he said in New York, "like the American born on the Canadian side, are the live wires between the two nations holding this North American continent, along which may be carried the currents of a common life and the messages of goodwill." Does not this continent every day offer an example to Hague Peace Conferences?

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On New Year's Day fourteen years ago Mr. Charles M. Hays became general manager of the Grand Trunk Railway. On New Year's Day, 1910, he assumed his duties as president of that road, and, for the first time in the company's history, with presidential headquarters on the Canadian side of the Atlantic. Mr. Hays is one of those railroad men who will direct transportation until the last journey is scheduled. First as a clerk in the passenger department of the Atlantic and Pacific Railroad in St. Louis, he next secretaried the general manager of the Missouri Pacific in 1877. Ten years later, he was managing the Wabash Western, and then the Consolidated Wabash system. From the Grand Trunk general management he went to preside over the destinies of the Southern Pacific for a few months, when Canada and the Grand Trunk again claimed him. Recognized as an alert, experienced and tactful transportation man, the fact that his Canadian road now smacks more of Canada than when the presidency was overseas, should help him and the fortunes of the Grand Trunk.

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Some months ago the Monetary Times addressed a letter to a Mr. John Smith at Vancouver. It went to all the Johns of that ilk in all the cities on the Canadian and the United States Pacific coast. Finally it returned besmeared with fine touches of sarcasm, for which the big Smith family are renowned. Sir Robert E. Matheson, Registrar-General for Ireland, has discovered from the birth indexes of 1853 that in England in a population of eighteen and a half millions, the surname Smith occurred two hundred and fifty-three thousand times. In Scotland, forty-four thousand two hundred Smiths daily maintain the honorable name, but in Ireland Murphy, Kelly and Sullivan beat Smith in the numerical record by several thousands. But even there he manages to register thirty-three thousand seven hundred. Thus the army of Smiths in the United Kingdom numbers three hundred and thirty thousand nine hundred. That many of these answer to their mother's call of John is a fairly safe assertion. In New York the other day, one, John Smith, walked into his dining-room to find the table set for one. It transpired that the lady was mourning the death of the wrong Smith. With these statistics it is possible to forgive the many John Smiths for the salt of sarcasm rubbed into the wound caused by a returned account, which went to all the Smiths but one.