

EVENTS

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Whole No. 283.

Toronto's Indignation.

ON Friday last the Toronto News read a long lecture to Mr. R. L. Borden and the Conservative party, and at the same time it condemned Sir Wilfrid Laurier and his ministers, and not content with that little job, wrote an additional lecture to Mr. Whitney, leader of the Conservative party in Ontario. An attack on political leaders takes time and space, so that it is not to be wondered at that the editorial in question was two columns long. The News relying on the incomplete statements of the Auditor General, took up the Dav's contract, campaigned it at great length, and with infinite variety for weeks. Mr. R. L. Borden at Ottawa had the documents in connection with that case under his hand. He was cognizant of the facts, and naturally was looking for an opportunity of attacking the government, but he evidently found no ground in the Dav's contract, and no ground for inquiry. The News is naturally, therefore, wroth at Mr. Borden for neglecting to follow its lead. The News wanted an enquiry, even though that enquiry resulted disastrously to Mr. Borden and the rest of the Opposition. Mr. Borden is probably better qualified to judge of his duty in this mat-

ter than the Toronto newspaper, which was far from wanting an impartial enquiry into the matter, assumed false statements to be true and condemned the government day in and day out for weeks and weeks. If there should have been an enquiry, why did the News not wait for the result of that enquiry, and after getting the facts express an opinion? To condemn a man before he is tried is considered unfair and un-British. The News may call for a searching investigation into everything—that is its role, but in the Dav's contract it made a mistake not to have waited and seen the result of the enquiry. It gave its verdict before and in consequence has put itself in a very bad position. It seems now to be angry with everybody.

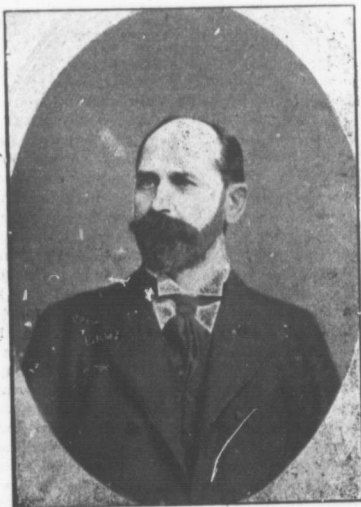
As a matter of fact there was a pretty searching enquiry into the whole matter both outside the House and on the floor of Parliament, and every document and paper in connection with the case was at the disposal of Parliament, and a special committee was appointed to look through these papers, and as a result the Opposition did not find itself in a position to call for further inquiry or to bring a motion before the House.

The Projected Transcontinental Railway.

THE following article appeared in the Toronto Globe:—

The transportation problem is the one which, great above all others, confronts the citizens of the Dominion, and vigorously and persistently presses for action. It

is necessary for the development of new Ontario, the west and British Columbia, to place the vast products of these regions in the markets of the world, to build great commercial highways, which shall open up the Imperial domain, from Hudson's



WILLIAM MACKENZIE

A Canadian who is President of a Canadian railway.

is a problem also from which there is no escape, but which must be courageously faced and solved. To supply adequate forwarding facilities to convey from eastern Canada the great diversity of supplies ne-

cessary to the Pacific, with its unbounded agricultural, forest and mineral wealth, present difficulties sufficient to tax the greatest financial and industrial resources and engineering skill. For this reason any

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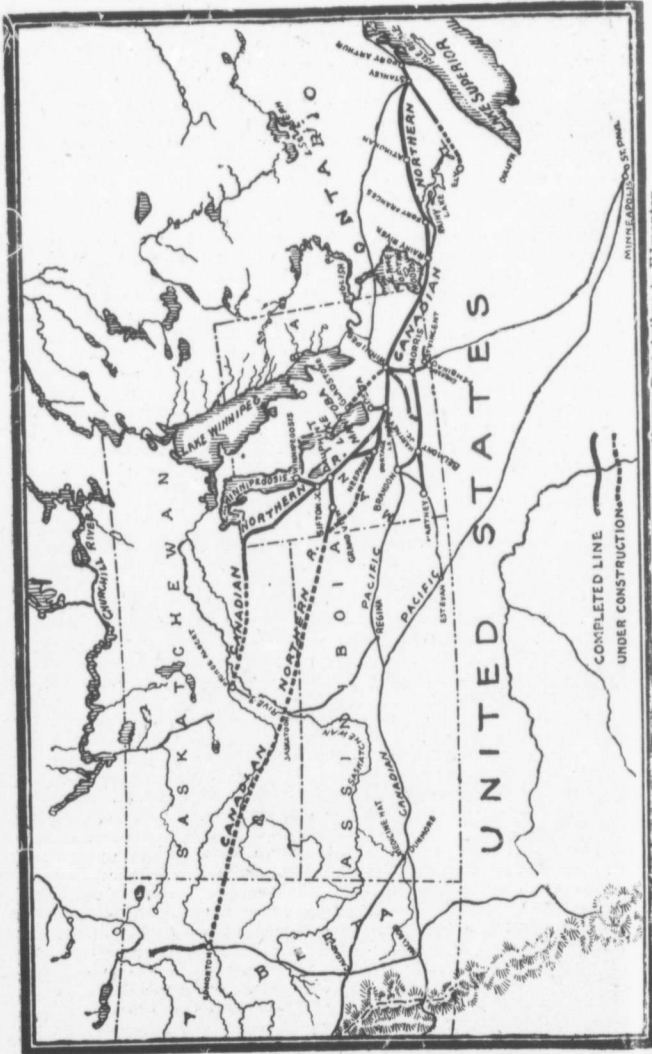
project intended to make an important contribution to our transportation facilities and to give more direct connection between the east and the west, is deserving of the most careful consideration on the part of the Canadian people.

A most important contribution to our transportation facilities is the Canadian Northern system of railways, which, during the past six years, has been extended to great proportions. Starting from its centre in Winnipeg, it has reached out in all directions, supplying means for the forwarding of freight to the more thickly settled portions of Manitoba, and also opening up a new and valuable territory. It now extends from Winnipeg to Fort William, and Port Arthur on the east, to Brandon, Hartney and Kamsack on the west, the latter station being the most westerly point on the main line, now being extended across the prairies to Battleford and on to Edmonton; and on the northwest the line passing through the Swan River Valley and the famous Carrot River District, is rapidly nearing Prince Albert. At the present time, the management, with the progressive and enterprising spirit, tireless energy and boundless faith in the greatness of the Dominion which it has ever displayed, has conceived a vast project, which, when carried out, will realize the patriotic aspirations of the Canadian Northern to be one of Canada's great transcontinental commercial highways.

One of the new sections of railroad projected by the management of the Canadian Northern is a line from Toronto to James Bay, which would thus make connections with any great transcontinental railway that might be operated as well as with the one already existing. That such a line would be of great benefit to the city of Toronto, the section of Ontario through which it might pass, and the whole Dominion, will hardly be questioned. At the present time there is only one line operated that from Toronto to North Bay, on either side of which stretches a wide district, ill supplied with railroad conveniences. Even on the west of this Toronto-North Bay line there are places where the

distance between it and Georgian Bay is something like fifty miles, which makes it extremely difficult to reach the great centres from this district. Then, too, the present line runs west of Lake Simcoe and east of Lake Muskoka and Lake Nipissing, and to the other shore of these respective bodies of water there stretches a large and valuable territory, waiting to be opened up. Nor is it by any means established that the present course is the shortest by which traffic to the west can be taken, so that there are many and weighty reasons why the projected road from Toronto to connect with all transcontinental lines would be an important step in the solution of Canada's great "problem of transportation, and from which western and central Ontario should receive especial advantages. The new territory which would be opened up, rich in agricultural and mineral lands, the healthy competition that should result, and the greatly increased forwarding facilities, seem to make another line from the Queen City northward most desirable.

As has been previously intimated the Canadian Northern is a remarkable factor in the transportation for the west, where altogether it operates over 1,400 miles of road. It has steadily been reaching out in different directions from the western metropolis, tapping the more thickly settled districts, and giving the much needed railway services, including a through line to Port Arthur and Fort William, from which point the grain of the fertile prairies can be shipped by steamer to the mills or to the markets of the world. Already the Canadian Northern touches the following important centres:—Port Arthur, Fort William, Mine Centre, Fort Frances, Rainy River, Winnipeg, Portage la Prairie, Neepawa, Gladstone, Dauphin, Emerson, Swan River, Morris, Belmont, Hartney, Carman, Brandon, Carberry, Grand View, Erwood, Clan William. These and all intermediate points are reached by this rapidly growing railway system of the west, but several new lines of perhaps greater importance are now projected. The division of this road leading northward from Winnipeg is steadily creeping nearer to Prince



Map showing main line of the Canadian Northern railway. Port Arthur to Edmonton.

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Albert, in the Saskatchewan Valley, and the management of the Canadian Northern has now set on foot the great project of extending the main line from Grand View by way of Battleford to Edmonton, the "City of the North." In fact, the work is now well under way, and is steadily advancing, and the main line will be completed to Edmonton within a year. Such a connection will be of perhaps greater importance and usefulness to the west than even the proposed line from Toronto northward would be to the east, and the great value of this has already been suggested. It is interesting, and instructive to consider what the building of a railway from Grand View to Edmonton would mean, so far as the development of the great west is concerned. The distance between these two towns is approximately six hundred and twenty miles. The line joining them will take a course through northeastern Assiniboia and the extensive, rich and fertile valley of the Saskatchewan and its tributaries. Let us suppose that the road will take the shortest possible course. The land lying within the distance of thirty miles on each side of the railway line would have an area of 23,000,000 acres. We can form a better conception of this enormous tract when we consider that it contains 144,000 farms of 160 acres each, and, allowing four as the average number in each family, it would provide homes for 600,000 of a farming population alone. The extent to which this would be increased by urban centres which would necessarily spring up may be imagined.

It must also be remembered that in the above calculated thirty miles is a very moderate average to suppose settlements would be formed from the railroad. And if we were to make the estimate according to the usual distance that settlements extend on each side of railway lines in similar districts of the northwest, e.g. in Alberta, it is probably no exaggeration to say that the road from Grand View to Edmonton would open up the vast area of 40,000,000 acres of arable land. This would make 250,000 farms of a quarter section in each, and provide homes for a rural popul-

ation of 1,000,000 residing within moderate distance of the proposed line—more than one-sixth of the present population of our Dominion. The soil and climatic conditions belonging to the northwest in general prevail here, and are extremely favorable for the best class of farming, and the growing of all the staple products. Winter usually extends from November to March. Seeding begins about April, and harvesting operations start in August. After the "bumper" harvests of the last few years it is not necessary to speak at length on the abundant manner in which spring wheat yields. Regarding other grains, barley and rye are grown successfully everywhere, while the cool summers peculiar to the north greatly foster the oat crop. The samples of this grain which were awarded the highest honors at the Paris Exposition were grown within ten miles of Edmonton. Timothy may also be grown in abundance, but so far the native hay, which is unexcelled for nutriment, has not made its cultivation to any great extent necessary. The valleys also of the many tributaries of the Saskatchewan are specially adapted for grazing purposes, in some of which, particularly the Vermillion, about 1,000 miles from Edmonton, great herds already roam.

In the present day it is not to be hoped that in the west settlements will precede railroads, as was the case in eastern Canada. When the older parts of Canada were settled railway transportation had not been very largely developed, as is the case at the present time. So that in the west the settler must be preceded by the railroad, as only thus can the products of the soil and the cattle from the ranch compete with advantage in the markets of the world. And there seems to be every reason to expect that the country opened up by the Grand View-Edmonton line would be rapidly settled. A continuous stream of settlers has for some years poured into northern Alberta, and the obvious explanation is that it has been supplied with transportation by the railway running north from Calgary. The soil and climate of the new region which this projected line would open up are very similar to

those of Alberta, and it is most reasonable to conclude that the new road would be followed by rapid settlement, such as has of recent years characterized the adjoining territory.

From authoritative statistical reports it is reasonably estimated that no less than 17,000 emigrants settled in northern Alberta in the years 1898, 1899 and 1900. The influx in 1900 was nearly three times as great as the previous year. From this estimate it would seem just to expect that ten years after the Canadian Northern is completed from Grand View to Edmonton, the district it would pass through would contain a population of 150,000, and untold acres of prairie soil would be yielding the golden grain or be the pasture lands for countless herds. It may here be added that Prince Albert has a population of 3,000 and Edmonton 9,000 to 10,000 which with Strathcona, a town across the river, makes a city of about 15,000 population. These two towns have been served for the past several years by a line of the Canadian Northern.

The usefulness of any railway line as a factor in transportation is very largely determined by the facilities it has provided at its terminal points for rapid and convenient handling and safe storage of freight. In this respect it would appear that the Canadian Northern has shown great wisdom and foresight in providing terminal facilities for this purpose sufficient to meet present needs, while at the same time securing ample room for their extension when the future development of the country shall make this necessary. As already explained, Winnipeg might be called the centre of this railway system. Here all the lines converge and run in one main line from Winnipeg to Fort William and Port Arthur. These two towns constitute the head of lake navigation in Canada. Here the management of the C.N.R. have established large machine shops, and has placed itself in a position to afford for the present and to provide for the future all terminal facilities that are or shall be necessary. A lake frontage has been secured of almost two miles in extent, possessing magnificent possibilities as a loca-

tion for elevators, yards, shops, freight and coal docks, as well as splendid facilities for the transfer of passenger traffic. At the present time an extensive dock warehouse many hundred feet in length receives and distributes package and every other variety of freight. Adequate arrangements, that can be extended most advantageously, are made for handling coal and other heavy freightage. A splendid passenger station is provided for in the centre of the town, and the passenger train runs along the lake front to this point. To the excellent passenger service between Winnipeg and Port Arthur reference will be made further on.

But special mention must be made of the terminal facilities at Port Arthur for handling and storing grain, as this is the all-important factor in western transportation, and here, at the head of lake navigation, the Canadian Northern has erected two immense working house elevators, each having an annex consisting of 80 fire-proof fire tanks, or 160 in all. The total capacity of these elevators is 7,000,000 bushels. For the perfect working of the machinery installed here and their enormous capacity, these elevators are considered unsurpassed on the continent.

The elevators proper have a capacity of 2,005,000 bushels, while in the two fire-proof annexes 4,500,000 bushel of grain can be stored. The total capacity of both elevators, is, therefore, 7,000,000 bushels as above stated. These annexes, which are built entirely of hollow fire brick and steel imbedded in cement, are regarded as the finest fire-proof grain storage buildings in America.

How the loading and unloading are performed is as interesting as it is complete. The railway tracks run through the elevator, and as many as fifteen cars can be unloaded in an hour. The annex consists of immense circular bins built as just described. These are about ninety feet high, and there are eighty of them in each annex, ten one way and eight across. Each contains 23,000 bushels, and as they all touch the spaces between them are utilized also each of which holds 7,000 bushels.

About two-thirds way up the main ele-

vator is joined by a number of passage ways to the "annex". Through each of these passages there runs an endless belt on a series of rollers somewhat spool-shaped, so that the belt is not unlike a moving trough. Each of those belts passes over a row of the tall circular bins of the "annex," and on them the grain is poured from spouts in the main elevator. To fill a particular bin the belt is raised in the centre by a prop immediately above the centre of the bin which makes the belt curve upwards at this particular point, and the grain slips off on either side into the bin, and the belt continues its round.

More rapidly still can the cars and boats be unloaded from the great spouts which run from the elevator. Without entering into a detailed description of this let it suffice to say that a car can be loaded in a space of three minutes, while it is a common thing for a boat to be loaded with a trimmed cargo of 115,000 bushels in three hours' time. With such splendid handling facilities as those it is not to be wondered that vessels flock to the point to be laden with precious stores, which constitute so much of the food supply of eastern Canada and lands beyond the sea, and which for its excellence has made the expression "No 1. hard" the term which westerners use to emphatically designate worthy qualities, by whatever or whomsoever possessed.

This magnificent elevator, supplied with all the siding necessary on which cars can be accommodated, and with such splendid shipping facilities, the only conclusion that can be drawn is that the C. N. E. is bound to receive an amount of traffic which it will require all her powers to handle, and which should make the future of that road even more prosperous than the past. Even now there is decided evidence that this should be the case. In fact it is being realized. In 1901 the elevator at Port Arthur handled about 700,000 bushels. The next year it handled over 11,000,000. There is every reason to expect that with the rapid development of the west similar increase in the traffic will continue. The lines already built and those projected, to which reference has been

made in this article, pass through a territory of boundless possibilities for its agricultural, mineral and forest wealth, and its great grazing lands. The entire west is thoroughly drained by a network of rivers and their tributaries, which connect a large number of great water expanses. These are well stocked with the best species of the finny tribe—trout, whitefish, pickerel, pike, sturgeon, etc., all of which are exceedingly valuable for local consumption, and form the basis of an important industry, that will one day swell the export traffic.

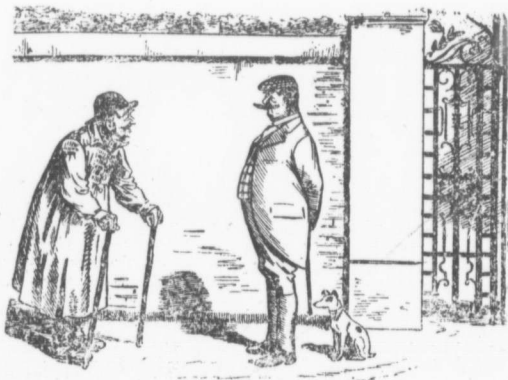
But it is not for the freight traffic alone that the C. N. E. has prepared itself to compete. But the vigor and enterprise displayed here are also shown in the excellent passenger service the management has provided, and which has become growingly popular. In fact, the passenger traffic has taken on such proportions that this year a fast train service called the "Steamship Limited," has been inaugurated, to make the trip daily between Port Arthur and Winnipeg. These trains commenced running on the 19th of June. The day coaches and sleeping coaches are of the very latest pattern and standard with the best equipment in service on American fast trains. A dining car is attached, in which meals are regularly served and the most substantial dish, as well as every delicacy of the season, is here provided. Passengers on these trains, as on all the others operated by the company, are assured by the management of the most courteous treatment at the hands of all officials. Connections are also made at Port Arthur with steamers of the Northern Navigation Company, the Canadian Pacific Steamship Line and the Canadian Pacific all-rail route. Passage can thus be secured all rail or lake and rail to all points east and west. These fast trains lately put on by the C. N. E. are regarded as a most valuable addition to the passenger service, and a credit to the list of "limited" trains making through trips in Canada. The Canadian Northern has also direct connection between Winnipeg and St. Paul by its own line, which gives it an opportunity to compete for the passenger and freight traffic of the United States.

What will be the future of the Canadian Northern and the vast territory through which it is to pass time alone will fully reveal. That both have a most hopeful outlook it is impossible to doubt. And the development of this new region shall have a beneficial influence, not on the west alone, but on the whole Dominion, and throughout the empire. Throwing open to the agriculturist immense areas of rich prairie soil will swell the volume of Canada's export of grain, and strengthen her right to boast, so far as bread supply is concerned, that she is "Britain's storehouse." Piercing the great grazing lands with transportation lines will multiply the herds of cattle for old world markets, while the innumerable bands of horses that should be then advantageously reared and be drawn upon to supply the army of the empire.

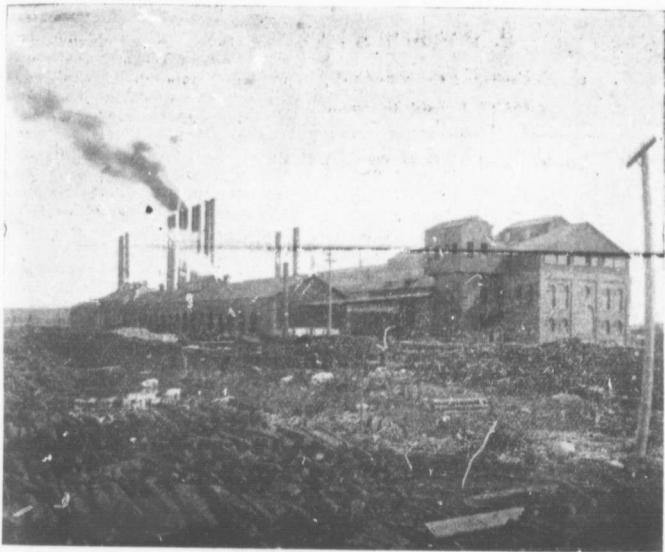
Nor must we forget what this should all mean to the manufacturing industries of Canada. The great diversity of supplies that an agricultural population occupying such extensive territory would require would cause many towns and cities to spring up there, as well as increase the opportunities for work in the manufactur-

ing centres of eastern Canada. The minerals of new Ontario and the inexhaustible coal areas of the west, when brought into close connection by means of abundant transportation shall by their kingly decree invest our Dominion with the dignity of a leading manufacturing nation, white increased wealth, population, and the resultant power will augment her influence with the countries of the world.

Canada moves westward. And the Canadian Northern Railway, reaching out, as it is, to become a great continental line, purposes in the future, as in the past, to be in the vanguard of the march. It is not to be thought for a moment that it considers Edmonton as its final goal. Already a Government survey party is in the Peace River district, surveying the region this railway is now projected through. Away to the west of this are the Rockies, with the Yellowhead Pass opening the way to the mineral and forest wealth of British Columbia, through which by the eye of faith in Canada's greatness one can see the Canadian Northern trains rushing on their way to the western metropolis to be founded on the shores of the Pacific.



Cartoon from Westminster Budget representing Hodge expressing to the Squire his want of faith in Mr. Chamberlain's protection scheme and contrasting his present comfortable position with the time when he used to get a piece of fat bacon once a week.



One of the Soo industries announced to be started Sept. 1st.



The Sympathy of a Woman.

EVENTS

Published Weekly.

ARNOTT J. MAGURN, Editor.

VOL. 6. AUGUST 20, 1904. No. 8

THE city of Regina has acquired over 4,000 lots of city property by transfer from the Dominion government. This is the outcome of an investigation made into the Townsite trust. The Townsite of Regina was owned jointly by the C.P.R., the Canadian Northwest land company, and the Dominion government, and the administration of it was placed in the hands of trustees. It was so managed that the government got the worst of the deal, paid most of the expense, and the companies got away with most of the profits. The present government has dissolved the trust, and has handed its share of the Regina Townsite over to the corporation of that city. These lands are now available in the advancement of the city, and for taxable purposes. The credit of this is given to Mr. Walter Scott, M.P. who has been assiduous in his efforts to accomplish what he has succeeded in doing. The progress of the city has been greatly retarded by reason of those lands being tied up as they were and Mr. Scott deserves and will doubtless receive the thanks of his fellow-citizens. The townsite of Macleod is also the property of the Dominion government, and recently efforts were made to have it transferred to the town. We are not aware as to what success has rewarded the efforts of the local authorities, but now that Regina has been treated in this way, we presume that Macleod will also have this stumbling block removed from its path of progress, and if the C.P.R. will only accede to the request of the town, and build a spur from their line the citizens of Macleod will be perfectly happy.

THE Dominions beyond the sea have imposed on our English magazines a special tax with a view of shutting them out. The Commonwealth of Australia, by last

reports, was about to immediately impose a duty of six cents a pound upon all magazines containing more than 15 per cent of advertising matter. Judging by a London correspondent, and also by a declaration of the Colonial Secretary in the House of Commons, the intention of this tax is to discourage the importation of English magazines. Premier Bond of Newfoundland says that his people would sooner have reciprocal trade with the United States than any policy of tariff preference for any other British possession. The request of Canada for the removal of the embargo, in Great Britain, on her live stock is politely, but persistently refused by the British government. Thus we see the ties of Empire binding us closer and closer on every hand.

WHEN Lou Scholes, the champion oarsman returned to Toronto from England, he was given a reception that was witnessed by fifty thousand people. When the Salvation Army congress was brought to a close in London, there was a demonstration where at least fifty thousand people were assembled. It was estimated that the crowd which turned out to see the fun at the Dundonald sen3 off in Ottawa a few weeks ago consisted of fifteen or twenty thousand people. Perry, who won the King's prize at Risley was greeted in Toronto by forty thousand. A circus parade at Toronto will be witnessed by probably forty or fifty thousand persons. The number of persons who turn out after the day's work is over on a nice summer's evening, to see and hear a brass band demonstration, is an indication as much of pleasure and curiosity as of anything else. If persons congregate at a particular spot, at the expense of both time and money and in inclement weather, one might draw some conclusions from the size of the gathering, but summer crowds in large centres of population in the evening between seven and nine o'clock, are as common as patriotic cries in the party press.

ALL the bouquets thrown at Lord Minto have not the same sweet smelling flavor. For example, the

Toronto World makes the following observations:—

Lord Minto has no reason to complain of the fervor of the farewell address which was presented to him by the House of Commons last Thursday night. The speeches which accompanied the address must have been equally gratifying to his excellency. Sir Wilfrid Laurier did his excellency full justice, and perhaps a little more, when he said that, "if it was possible to do so, Lord Minto has drawn the crown even nearer to the hearts of the people than it was before." This was hardly fair to some of Lord Minto's predecessors, notably the Marquis of Dufferin and Lord Aberdeen. In so far as he came in contact with his advisers Lord Minto was very successful. His relations with the ministers were on the whole harmonious, and he is entitled to the full benefit of the tribute which Sir Wilfrid Laurier paid to him as a "model constitutional governor." Just how near Lord Minto "drew the crown to the hearts of the people" is another question. His relations with the people were not Lord Minto's strong point. He held aloof from them. He established in Ottawa the most exclusive social set that was ever nurtured there under vice-regal patronage. He is leaving the country. The country appreciates his services and wishes him well, but it would be a mistake to disguise in the gushing eloquence of the official farewell the undoubted fact that either the Marquis of Dufferin or the Earl of Aberdeen did more in a month to popularize the office of governor general in Canada than the Earl of Minto did in his entire term of office.

THE Independent Order of Foresters have issued a little booklet called "National Facts and Figures" very useful to those who desire to have all the facts as to Canada's territory, resources, commerce, mines, railways, education, canals, militia, religious denominations, harvests, trade and so forth, at hand in a concise and handy form. Indeed, as a little compendium of Canadian facts it is invaluable. If you desire a copy of National Facts and Figures send your address upon a postcard to Dr. Oronhyatekha, S.C.R., Home office of the I.O.F., Temple Building, Toronto, Ont.

A NEW YORK saloon was opened by an Anglican bishop the other day, who made an address and led the audience in a hymn. The new resort is named the

"Subway Tavern," and is erected by shareholders very much on the lines of Lord Grey's "Public House Trust" scheme in England. The object is to provide a clean and wholesome place, where the man who drinks will be impelled to drink little rather than much, and where the beverages supplied will be the best of their kind. The keynote of Bishop Potter's address was the familiar theory "that a well conducted open saloon was the poor man's club, and that he had as much right to it as the rich man had to his club." One important feature of the institution is copied from Lord Grey's Trust. It is that the manager who conducts the saloon or tavern is paid a percentage upon all the food he sells, and the milk, coffee and tea, but is paid no commission on the sale of spirituous liquors. There is therefore no incentive on the part of the manager to encourage the consumption of strong drink. The manager replying to some criticism wrote to the New York Sun, alluding to the thirteen thousand places in New York where spirituous liquors were sold. He said that he would be glad to have any person come into the Subway Tavern, take away the bibulous and lead them into the path of teetotalism; and he also hoped that he would lead some of the bibulous away from indecency and depravity, and in this way improve their condition.

THE Senate of Canada is falling more and more into the habit of discussing points of order at great length to the exclusion of that calm consideration of legislative measures which the constitution assigned to it. The time is so taken up in discussing how something should be gone about, matters of procedure, points of order, and what particular motion they had the right to speak to, that scarcely any time was left to consider the merits of the question supposed to be under consideration. We are justified in drawing attention to this for two reasons: In the first place the Senate takes liberties with the reporting of its debates by directing the reporters to cut out certain passages, which they do not consider to harmonize with the dignity of the House. The reporters

engaged by the Senate to report each day's proceedings for the press gallery, does not feel at liberty to displease members of the Senate by reporting faithfully what transpires. The public, therefore, do not learn of the real proceedings of the Senate either from the daily press or from the official debates. A large part of the discussion which took place about a week before prorogation, on the subject of the Mutual Reserve Fund Life Association, and a motion for the previous question, was completely suppressed from the official debates by order. A second reason is that for the waste of time, for which four or five members are responsible, so disgusted one of the new members—Mr. Black—that he said on the floor of the House that if this sort of thing were to go on he would resign his position. This remark was not suppressed and will be found in the official report. The Speaker of the Senate has not the same power to preserve order as the Speaker of the House of Commons has.

WE drew attention last week to the question put in the House of Commons by Mr. Henderson, Halton, asking what the Laurier administration had done. He answered it by saying that it had done nothing, that everything was due to the National Policy. A few days later, namely, Aug. 12th, the Toronto World editorially declared that the record of the Laurier government was against the view that it could not succeed in bringing Newfoundland into the Dominion. It declared that Sir Wilfrid Laurier had made Canada a nation; that his government went up against Great Britain, Germany and Belgium combined in a favored nation treaty, that it reduced the postal rates between Canada and Great Britain, against the will of the latter country, and that all along the line down to the last fiscal blow at Germany, the Laurier government has to its credit a "long unbroken chain of statesmanlike achievement." That is the World's reply to Mr. Henderson.

MR. CHAMBERLAIN has not been lucky lately. He went to Rochester and spoke about his mission to unite the

colonies. It was at Rochester that "cement called aloud for protection." The same day came the news that a Conservative majority of 1,088 in Oswestry had been converted to a Liberal majority of 358. The same day Mr. Lyttelton was obliged to contradict formally the theory that the colonies had made a trade offer. Mr. Buchanan asked whether any self-governing colonies had offered to open their home markets to British markets on equal terms with colonial manufacturers or on terms better relatively to colonial manufacturers than those now existing. Mr. Lyttelton answered that no offer had been made of the nature indicated in this question, and we know from Mr. Chamberlain's own statement at the Colonial Office that he does not think any other offer worth serious consideration. The Oswestry election is of great importance as revealing a most striking popular hostility to Protection. But its very significance in this respect tells against the chances of an election in the near future. The Balfour Government hope desperately to outlive their unpopularity and their embarrassments, and their motto is never do to-day what you can put off till to-morrow. In course of time their strength will be worn down by the mechanical effect of a number of bye-elections, but until that happens they think it would be folly to throw away what remains to them of existence. For the present they occupy a very strong position. The country wants to day to be rid of them, but the government are sheltered from contemporary public opinion.

A CABLEGRAM says that Mr. Grenfell, M.P., is mentioned as the new Governor-General of Canada. It seems that Mr. Grenfell swam Niagara twice, is a mountain climber, war correspondent, the stroke of a crack eight, a writer on bi-metallicism, and an intimate personal friend of Premier Balfour. With all these virtues and advantages is it not strange that he has remained plain Mr. Grenfell at a time when titles have been going around pretty fast? If these things qualify for the post of constitutional governor, they should be sufficient to make him a duke. Mr. Gren-

fell may be qualified to make a good governor, but it will not be on the grounds stated in the cablegram.

AT a regular meeting of the Ottawa city council, the proposition of one of its members to impose a tax on bachelors was referred to a committee, with instructions to report, which shows that the council appears to have taken the matter seriously. The Ottawa city council has been long enough an object of ridicule, and perhaps it would be impossible to make it more ridiculous in the eyes of the public. We suppose that they might have as much right to impose a tax of this description as they have to order the collector to collect the sunshine. We also suppose that there are married men who would willingly subject themselves to such a tax if that would make them eligible. The question might also be raised under such a law as to whether the term 'bachelor' would not apply to unmarried women. But the

Ottawa city council should not stop at these things. Why not go on and pass a bylaw levying a fine on every married man who is out late at night? The corporation might also establish a school where housework and cookery would be taught, and then pass a bylaw to compel every married woman to attend the school, and learn how to cook her husband's dinner.

ALL the newspapers published a report a week or so ago, that Great Britain had annexed Bird Island in the West Indies, and the name of the cruiser whose commander had hoisted the flag, and the fact that a gun was hauled on shore to fire a salute, were some of the details of the report, but now it is announced from London that the Admiralty makes a point-blank denial of the whole thing. The cruiser had landed a party which had brought a gun on to the Island, but it was for target practice. The flag-hoisting seems to have been a yarn spun in Jamaica.



The celebrated Notre Dame Cathedral, Montreal.

EVERYONE interested in public affairs is asking, when are we going to have the general elections? It is like asking the question, "Do you think it is going to rain?" and receiving the answer, "Well, it may and it may not." It is a question whether the government itself has made up its mind on the matter. Possibly they are awaiting the result of the grain crop in Manitoba and the Territories. That might be a factor but it would only be one. In determining the date of a general election

harvest is over and frequently the elections have been held in September, October and November. If it is to be in the cold weather, then the practice has been to wait until after the New Year. It does seem an unnecessary thing to fix the date at a time when ordinary expectations would anticipate inclement weather. A general election in inclement weather is sure to kill off a dozen or more, and to make many others suffer physically. Some people believe that the government is not going to



Leader of the Opposition—"Wonder hen these people are going to bring on the elections?"

there are always several factors and no date can be selected that is not open to some objection, for instance, an election in September or October would cut out the big lumber vote in the Ottawa Valley, as the men will all be in the shanties. But if one was going to determine the election so as to fix the date when the lumbermen would be at home, he would be confined practically to a date between the middle of May and the middle of July. A favorable date, as shown by experience, is after

the country this year, but that is just what makes the question interesting, namely the uncertainty. If there was no uncertainty there would be no question, there would be no speculation, there would be no room for discussion among men. Last fall an alarm was given of an immediate general election, and the Opposition set about preparing for it and to a certain extent the Ministerial party also started to put candidates in the field. It turned out subsequently that the alarm was a news-

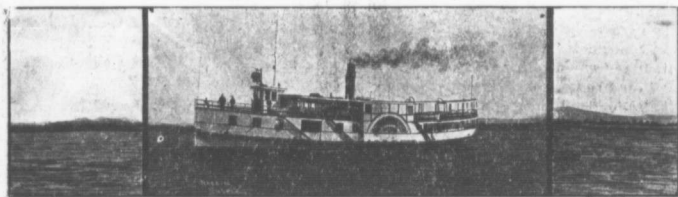
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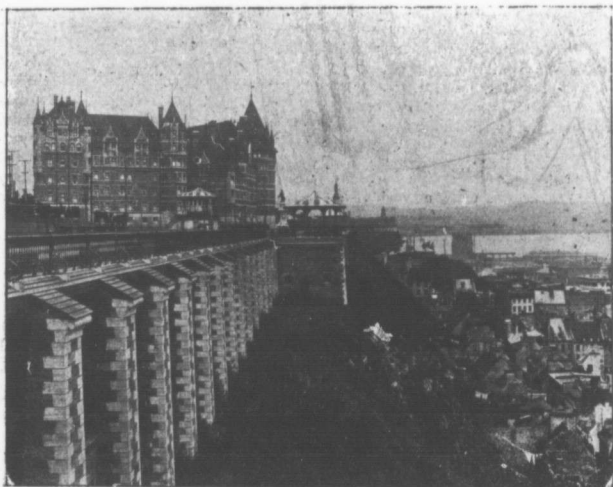
paper alarm, and that the government had never sanctioned the expectation of an immediate general election. There is this, however, about it that the Opposition have been on the "que vive" for almost a year, and will not be taken by surprise if a general election is brought on, and consequently, the subject is not of as great interest as it would otherwise be. It was a favorite practice of Sir John Macdonald to spring a general election as a surprise. His last dissolution was kept secret as the grave till the last moment, and then it was announced on Feb. 2nd, 1891, when the writs were issued and the polling would take place on Mar. 5th. There were thus exactly 31 days between the announcement and the date of polling, and within that month the Opposition had to make all their arrangements and their campaign. In 1896 everybody knew that the elections were coming on and everybody was prepared. In 1900 there was again no surprise, and ample opportunity for preparation, and this year dissolution at any date will not take the Opposition by surprise.

THE annual meeting of the British Empire League was held in London in July. The Earl of Derby presided at the meeting of the council. His name is better known to Canadians as Lord Stanley, Governor-General of Canada a few years ago. The attendance included an admiral, major general, two or three colonels, a captain and all that "imperial" clique which is wont to display itself on

occasions of this kind. Here was the high Sanhedrin of the British Empire, represented as it were by the League, and here were those among whom "Dothan dreamed his dream anew." One of the first things brought up was a resolution dealing with the Congo Free State, where the council assured His Majesty's government that they were in favor of the "open door." A number of speeches were made about the violence of the Congo Free State and the virtues of the British Empire, which were finally elucidated by Mr. Herbert Samuel, M.P., who seconded the resolution. He said there were two matters involving the question of ill-treatment of the natives, and the question of the freedom of trade. Then, he added, it was the latter that would primarily concern the League. The idea of the League assuring His Majesty's government that the treatment of the natives was something opposed to the British spirit never seemed to enter the minds of those who were present, but it did not enter their minds, and they were much concerned that the Congo Free State should have no monopoly, and that English traders should be free to enter its ports and bring in cottons, woollens, and other merchandise for sale. This is the sting of the Empire. When practical matters are dealt with by a League, which calls itself the "British Empire League," the view of the English trader predominates, but the view of the remote party, which they are pleased to call part of the Empire, is subsidiary, unrepresented and ignored.



A vacation on the river.



One of the world's celebrated terraces—Quebec.