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LECTURES ON MINING

The course of lectures and other instruction on mineralogy and geology which will be held here next week should have a very wide appeal in Prince Rupert. This is the centre of a very large and rich mining country and everyone should know something about the mining profession. One way to get it is to attend the classes. George E. Winkler is a mining engineer of repute. His classes have been well attended at points in the interior. In Prince Rupert high school students and young men in many walks of life should be sufficiently interested to take up the work and gain an insight into the problems of the prospector. We strongly urge as many as possible to make it convenient to spend a week in the study of this fascinating subject.

EARL BALFOUR

Earl Balfour, one of Britain's greatest aristocrats, who was so big a man that until almost the close of his career he refused to accept a title, was one of the last of the old school politicians who refused to rely on newspaper publicity as a means of winning political battles. He was one of the men who made Britain great. While he relied largely on oratory to put over his campaigns either on the hustings or in the House of Commons, he never stooped to the pettiness of the usual run of party orators. He was a great Conservative but his liberalism carried the Conservative party over many a difficult period. He was above party politics although he used his party as a means of carrying out his policies.

AS FOREIGN SECRETARY

Balfour's work as foreign secretary will always be remembered for one historic document. It fell to him to engage in negotiations for the settlement of the debts contracted by the allies during the war. Great Britain had not only found it necessary to supply her allies with money herself, but she had had to stand surety for them with the United States. Great Britain had to promise to repay to the government at Washington money she got from the government to enable France, for instance, to continue the campaign. As the nations engaged in fighting Germany were fighting in a common cause, there was a widespread feeling that war debts should be regarded as part of the common sacrifice; and that the best way to settle them was by cancellation all round. The United States government would not listen to the suggestion, however. It took the view that, if the European powers could afford to maintain big armies and navies after peace had been declared, they could afford to pay their war debts. Negotiations were, therefore, set on foot for the funding of the various debts on a scale, and at rates of interest, which the states concerned were likely to be able to pay. Great Britain set the world an example of generosity and public spirit in the matter.

In what has ever since been known as the Balfour Declaration, she announced her willingness to demand no more from her allies in the shape of debt repayment than would suffice, together with such sums as she might receive from Germany by way of reparations, to cover the amount she herself was called upon to pay to the United States in the shape of interest and debt redemption. Through all the negotiations which have taken place since then, including those with which General Charles G. Dawes and Owen D. Young were so closely associated, the declaration made by Balfour, as British secretary, has been the standard by which all discussions and proposals have been measured.

AT WASHINGTON CONFERENCE

In 1921 Mr. Balfour again visited the United States in order to represent Great Britain at the Washington Conference on Disarmament. At that conference he gave dramatic proof of the sincerity of the British desire for world peace by his prompt and unhesitating acceptance of the project for the limitation of armaments set forth by the United States Secretary of State, Charles Evans Hughes. He described Mr. Hughes' speech as opening "a new chapter in the history of world construction," and, speaking of the proportions of naval strength laid down in the scheme, he said: "With the broad spirit in which it deals with those fleets, with the proportion of disarmament which it lays down for those fleets, the government of the country which I represent is in the fullest and heartiest sympathy."

A contemporary account of the incident says that Balfour's speech, which is said to have been made without notes save a few words scribbled on an envelope, "made a great impression as a lucid, eloquent, and dignified pronouncement, and it evoked prolonged applause."



R. A. C. HENRY,
 who has resigned as Deputy Minister of Railways and Canals to become Vice-President and General Manager of the Beauharnois Light, Heat and Power Company. Mr. Henry was formerly Director of Economics of the Canadian National Railways. As Deputy Minister of Railways he had a place on the Board of Directors of the National System and he will remain on the Board, where his intimate knowledge of the affairs of the company will be of the greatest value.

Will Eventually Have Crop of Two Hundred Million Bushels Per Year

(Continued from page one)

lieved that to find a feasible crossing of the deep tributaries of the Peace it would be necessary to keep the north line pretty well along the north edge of the Peace River Block, though it could be swung down towards the river in the vicinity of Hudson's Hope, sliding banks would make it difficult to cross, even at that point. By keeping somewhat up out of the canyon a good grade would be found on to Finlay Forks. But it seems as though it may be very difficult to converge the south and north lines and give them a common outlet. It seems more probable that there should be two outlets, one for the area south and one for the area north of the river and, considering the resources of timber, coal and minerals supplementing agriculture, I expect it will be found in time to come that there will be plenty of traffic for both. Among other factors entering into the situation are the divergent claims of the three railway systems concerned, the interests of the two established ports and one or more others in embryo. All these considerations present a problem that is complex. "It sometimes seems to me that if Canada is to hold her northern hinterland for the white race she must proceed without undue delay to people it with the class of people she desires for her future citizens. She should do this not by drumming up immigration but by building railways and so ordering her internal policy that people who are here may succeed and that others who come through the recommendation of their friends may also succeed. We have been approaching our population problem from the wrong angle. "Touching on the matter of race, I would like to suggest that if we do not fill these territories at a



reasonably early date with white men, they will in all probability go to the yellow—by infiltration, at first, of course. Ultimately perhaps, how? If you think the yellow men will not care to occupy these areas, let me point to Manchuria, where millions of Chinese are pouring in, growing mountains of soy beans and other products. Let me point to the most famous musher in the Mackenzie River territory, Walda, the Jap. "Use or lose" is Nature's motto and we should probably not be successful, even were we justified, in holding this vast territory long out of use. "Let us then unite in sounding the slogan of your organization until from ocean to ocean across the Dominion rings the insistent demand, "On to the Peace!"

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