

Wide World

St. Peter's, the Vatican, and the Pope's gardens from the air

temptation of Satan, and who repudiated the idea that he should be considered a judge between a man and his brother, and those princes who ruled the States of the Church and yet assumed the title of Vicar of Christ.

In view, not only of the history of the Vatican, but also of its renewed effort to re-establish a State of the Church, the so-called Catholic question is not a purely religious question; it is also political. This new suggestion of the "Osservatore Romano" is bound to have its echoes in American political life. To what extent does loyalty to the Church mean loyalty to a sovereign state? The adherents of the Roman Catholic faith may be able to make distinctions which those that are not adherents may find difficult to understand. The answer to the questions that the revival of the temporal power of the Pope may raise is not to denounce those that ask them as intolerant and bigoted, but to explain, if possible, how the faithful of the Church can be unaffected by the political ambitions of the Vatican.

Canada's Arctic Seaport

CANADA is the only country in the world that is bounded by three oceans. The Dominion is now engaged

in an attempt to take advantage of her position on that third ocean—the Arctic.

For three hundred years the Hudson's Bay Company has sent its little ships to and fro between British ports and Hudson Bay. Port Nelson and Fort Churchill, on the western shore of the bay, were the ports through which passed the first immigrants and the first external trade of Canada's prairie region.

The building of transcontinental railways discouraged the use of the bay route for all but its original traffic—the fur trade. But the prairie grain growers, producing wheat for export, sought a shorter route than the 2,000-mile rail-and-boat haul to the eastern seaboard. Hudson Bay seemed to be their logical outlet.

It was generally believed, however, that Hudson Bay and Strait were navigable only for a short period each summer. In spite of opposition, particularly in the large cities of the east, the Federal Government agreed to build a line from the Pas, Manitoba, to Port Nelson, at the mouth of the Nelson River, a distance of 400 miles. The war and the need for additional outlets for wheat destined for Europe supplied further justification for the enterprise. Eventually, the Mackenzie King Government declared its intention to complete

the road, and work was almost immediately begun reconditioning the three hundred miles of line that had lain neglected for so many years.

Concurrently with the argument as to Hudson Bay, there had run another controversy regarding the respective merits of Port Nelson, the proposed terminal, and Fort Churchill, farther north. In spite of the fact that a previous administration had spent \$6,000,000 on preliminary harbor construction at Port Nelson, the Hon. Charles A. Dunning, Minister of Railways of Canada, decided to investigate thoroughly the respective merits of the two ports. He engaged Frederick Palmer, a famous English engineer, to examine the possibilities of the rival termini. Mr. Palmer's report, recently made to the Government, emphatically indorses Churchill. The latter harbor, instead of being small, is stated to be capable of handling as great a traffic as the port of Montreal, the cost of construction will be only about one-third as much as at Port Nelson, maintenance charges will be at a minimum, and the time required will be considerably less.

During the past summer three aerial survey parties have been engaged in studying the movements of ice, the currents, and other navigational factors in-

herent in the five hundred miles of Hudson Strait. Hudson Bay itself does not freeze over in winter.

If the project should succeed, as its sponsors believe it will, its influence on the orientation of trade upon this continent cannot fail to be far-reaching; for doubtless in time other lines will be pushed through to the bay from points in Ontario and Quebec.

Canada's Conservative Leader

A MILLIONAIRE, but a politician first, the Hon. Richard Bedford Bennett, member of the Canadian House of Commons for West Calgary, has been chosen new national leader of the Conservatives.

Born in New Brunswick in 1870, he heard the call of the west just thirty years ago and began the practice of law in his adopted home. A year after his arrival he was elected to the Territorial Legislature; and from that time onward, with but short intervals, he has been a member either of the Legislature or of the House of Commons.

His selection as leader comes in a new way. Heretofore the national leader of the party has been selected by a caucus of minor leaders. Of course, when the party has been in power the Premier appointed by the Governor-General on the recommendation of the retiring Premier automatically has become party leader. That is the way Mr. Meighen succeeded Sir Robert Borden. Mr. Meighen, however, failed to retain the Premiership and, resigning, retired to private life. A temporary leader was chosen by the parliamentary representatives in caucus, but a national convention was called, and that selected Mr. Bennett.

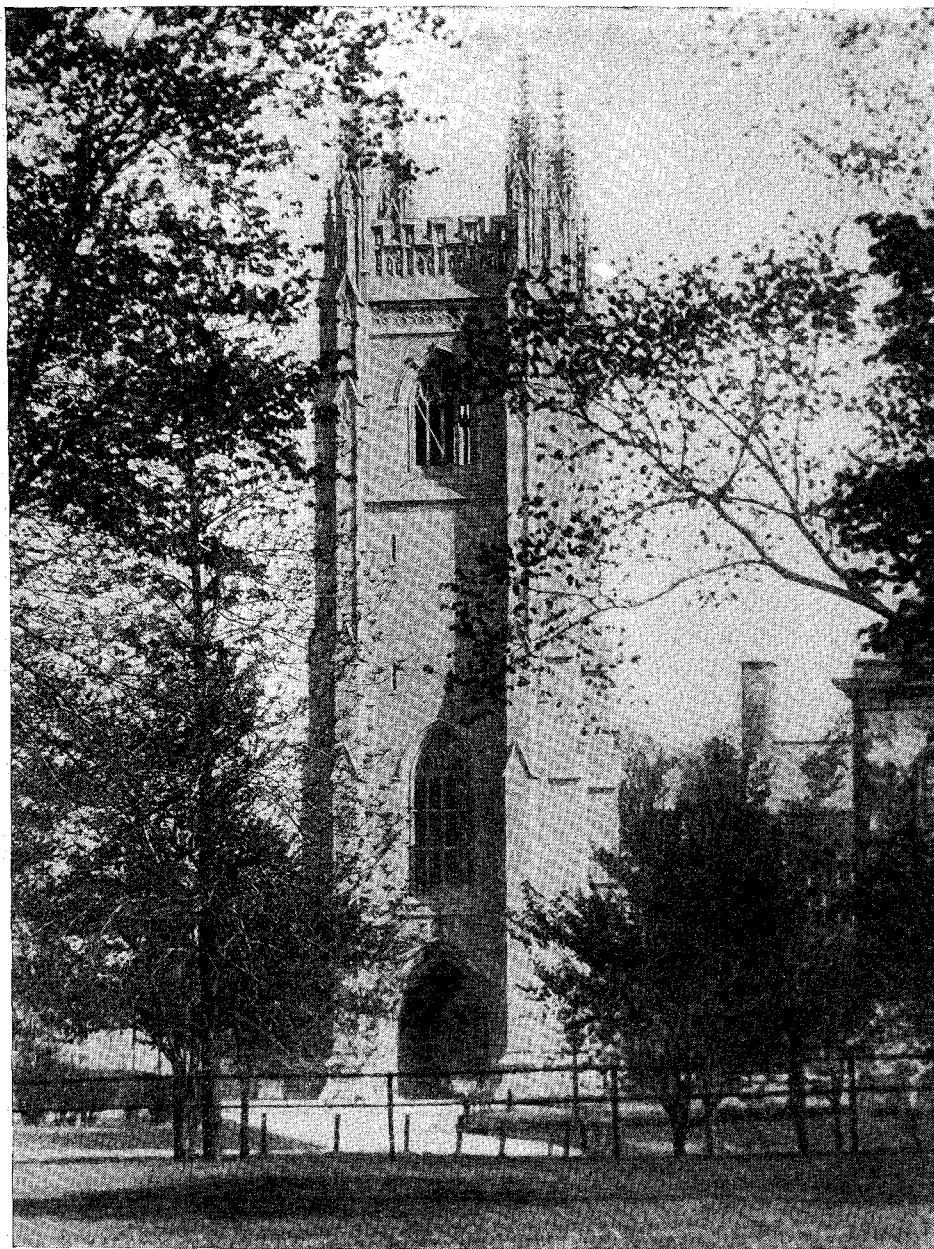
Though the prairie region of the west is notoriously opposed to tariffs, Mr. Bennett, coming from the west, is a champion of protection. His first appearance was as an opponent of the Taft-Laurier Reciprocity Agreement in 1911. His selection is therefore due not so much to geography as to personality.

Mr. Bennett has come into millions by the bequest of a friend. He is a director in many large corporations. His acceptance of his new post will require him to resign from his many directorates.

Toronto University Centenary

IN celebrating, on October 6 to 9, its one hundred years of life, Toronto University drew to itself many eminent delegates from centers of learning.

Compared with several other great universities, the University of Toronto is



Photograph by J. H. Boyd

Soldiers' Memorial Tower, at the University of Toronto, dedicated during the centenary celebration

still young; but it is old enough to have gained a place of distinction. It not only constitutes a center of Old World culture in a New World setting, but has made distinguished contributions to the newer fields of scientific research. Of these perhaps the best known is that of Dr. Frederick Banting, the discoverer of insulin for the treatment of diabetes.

Toronto's honor matriculation and subsequent honor classes have placed this Canadian university in a high rank among those institutions that are developing new educational methods. According to a recent report of the Carnegie Foundation for the Advancement of Teaching, they provide "the best possible intellectual training for capable minds." This report points out that the University thus "conducts special cur-

ricula for a specially prepared group of students, numbering more than half of its entire undergraduate attendance."

Perhaps even more noteworthy is the success of the University of Toronto, a state-owned institution, and necessarily non-sectarian, in gathering about it a group of denominational colleges. Among these are Trinity (Anglican), St. Michael's (Roman Catholic), Victoria (Methodist), Knox (Presbyterian), and Wycliffe (Low Church Anglican). Most of these colleges were originally instituted as the University's rivals. Not the least of Toronto University's contributions, not only to the life of the Dominion, but also to the progress of education, has been its success in thus harmonizing diverse points of view and cultivating tolerance and good will.