

evidence of how all things Canadian could be made conspicuous if Canada's master hand were always near our sovereign and its master intellect always endeavoring to let it be known that this is the greatest, most successful and attractive colony in the great Empire of Britain.

The new Premier believes in protection. This will doubtless make it easier for the yearly pilgrims who go to the capital during the coming session. But of course it will make it harder for the rest of us. -Toronto Globe.

Pilgrims in visiting the capital will feel assured of a gentlemanly reception at the hands of the new Premier, which is more than could be said of visitors to Sir Richard Cartwright when he was a minister, when he told them to go to the devil. Does The Globe see the difference?

Mr. F. P. Shumway, Jr., Boston, Mass., has sent us a copy of Effective Advertising, which contains proofs of some advertising pages which he prepared during the past year for trade papers, and which he thinks worthy to be reproduced as specimens of what he can do. Mr. Shumway has won his success as an advertising solicitor by securing large returns to advertisers from small investments for advertising. He has recently increased his facilities and is enlarging his business.

Mr. K. W. McKay, secretary of the Ontario Good Roads Association, has sent us a notice to the effect that the second annual meeting of the Association will be held in

Toronto, on the afternoon and evening of Feb. 7th, and the forenoon of Feb. 8th. While the programme for the meeting has not yet been completely arranged, it is expected that there will be addresses and papers from a number of prominent men interested in the movement, in addition to from some of officers of the Association. Among these may be mentioned His Hon. Lieutenant-Governor Kirkpatrick, Hon. Thomas Ballantyne, His Hon. Judge Woods, of Chatham; Mr. A. F. Wood, ex-M. P. P., and others. Delegates have been invited from the Boards of Trade, Municipal Bodies, and the various Agricultural Associations and Societies of the Province. The meeting, it is hoped, will be a large and thoroughly representative one, such as the importance of the movement for road improvement merits.

The price to be paid for the 30,000 tons of steel rails recently ordered by the Pennsylvania Railroad Company is \$22 per ton. Last year the company paid \$24 per ton for its rails, and the present price is the lowest on record. -Toronto Globe.

According to the Globe's theory the duty upon rails is added to the price, no matter where they are made. Under the new American tariff the duty upon steel rails is seven twentieths of a cent per pound or \$7 per ton. If these rails were bought in free-trade Great Britain or Belgium the freight could not be less than \$2 per ton, which, together with the duty, would reduce the price there to say \$13 per ton, which is several dollars less than rails ever sold for in those countries.

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