

Chicago to New York was twenty-eight cents a bushel, and on wheat thirty cents, while in 1889 the respective rates had fallen to 12.8 cents and 15 cents—a decrease on corn of 54.2 per cent., and on wheat 50 per cent.

Speaking of this fact, the *Railway Age* says that while the decrease in cost of transportation mainly insures to the consumer, a fact which the farmer overlooks when he demands that the railroads shall reduce their charges because the price of his commodities is low, still it must be remembered that the cheapening process which has been going on in the cost of transportation has also been at work to reduce the cost of production. The wheat raiser may get a smaller price for his wheat, but through improved methods and means of cultivation he is able to produce his wheat at a less cost. This fact Congressman Walker, of Massachusetts, recently brought out very clearly, and the force of his logic the inflation champions were unable to break. To the claim that it takes more bushels of wheat to pay over a \$1,000 mortgage on a farm now than it did years ago, Mr. Walker presented the incontestable fact that it takes less labor and less money to raise sufficient bushels of wheat to pay off the mortgage now than it did before.

Even if at one time 1,000 bushels of wheat would pay off \$1,000 of debt, while now 2,000 bushels would be required to accomplish the same end, the fact that the farmer could produce 2,000 bushels at a less cost to himself than the 1,000 bushels formerly cost him made him better off than when the price of wheat was higher. The trouble with demagogue logic is that it only scratches the surface of facts, it does not dig right down to the bottom. It can see a bushel of wheat, and a bushel of wheat is, of course, a bushel of wheat at all times.

But a bushel of wheat or corn is no: a fixed standard of value, although it may be of measure. At the same price for wheat a farmer may one year make a handsome profit, and in another year a disastrous loss. The difference between the cost of raising the wheat and the price he gets for it determines the measure of his prosperity. And unless this difference is figured out accurately and correctly, no correct deduction can be made from the price which wheat commands in the market. The railroad has been a great cheapener of all products; not only those which the farmer produces, but those which he uses, and when he attacks the railroad as an enemy, he strikes at the medium that has enabled him to raise cheap wheat at a profit.

WAS THE COMMISSION NON-POLITICAL?

MR. ARCHIBALD BLUE, Chairman of the Royal Commission appointed to report on the Mineral Resources of Ontario, vigorously denies that the Commission entertained or exhibited any political bias in their report, especially regarding Reciprocity with the United States. We extract the following from the Report:

In 1887 the per capita consumption of finished iron and steel in the United States exceeded 300 lbs., while in Canada the consumption fell short of 200 lbs. per capita. As has been previously shown, the output of iron ore in the United States for 1887 was twelve times greater per capita than the output of Canada, while the production of pig iron in the United States was over twenty one times greater per capita than in Canada. Enquiries have been made as to whether it

is not possible, under existing circumstances, to largely increase our iron production, and it is now proper to enquire as to what might and probably would be the effect upon our iron interests of the removal of all commercial restrictions between the two countries.

The export of iron ore from Canada for the four fiscal years ending June 30, 1888, has been as follows, by provinces:

Provinces.	Country of shipment.	1885.		1886.		1887.		1888.	
		Tons.	Value.	Tons.	Value.	Tons.	Value.	Tons.	Value.
Ontario.....	U. S.	52,532	\$127,542	7,330	\$22,140	18,907	\$61,320	13,534	\$39,500
British Columbia..	U. S.	1,835	4,432	200	450	4,440	10,500		
New Brunswick.....	U. S.			12	449				
Quebec.....	G. B.					2	10	10	350
	U. S.					38	114		5
		54,367	\$131,974	7,542	\$23,039	23,387	\$71,914	13,544	\$39,945

All the ore exported from Ontario found a market in the United States. Great deposits of ore can be reached by rail and cheaply laid down at Lake Ontario ports. The cost of transportation from the mine to Cleveland, Ashtabula or Pittsburgh is not greater, and in some cases is slightly less, than from the mines of northern Wisconsin and Michigan to the same points. Numerous mines not yet available can be easily reached by short branches from railway lines now constructed. Millions of dollars worth of iron ore could be placed in the American markets annually, and apparently the only thing that stands in the way of the development of a great and profitable trade with the United States is the American duty. The magnitude of the shipments of ore to Lake Erie ports from Michigan, Wisconsin and Minnesota is suggestive as to the possibility of utilizing our own great and hitherto nearly useless deposits.

The total shipments of iron ore by rail and lake from the mines of Lake Superior since 1850, when the first shipment was made, amounted at the close of 1888 to 40 812,360 long tons. This enormous business has of late years given employment to a considerable part of the lake marine. The value of the output of 1888 at the point of shipment was over \$16,000,000, and in its transportation to Lake Erie ports American shipping on the lakes earned at least \$6,000,000. When this immense volume of business is compared with the trifling export of 13,534 tons from the mines of Ontario in the last fiscal year, it is natural to enquire why the shipments from Lake Superior ports should be 340 times greater than the entire shipments from our own province. The shipment of iron ore from the mines of the Lake Champlain region to New York and Eastern Pennsylvania furnaces amounted for 1887 to 768,852 long tons, or sixty times more than the entire export of ore from Ontario last year. Is it surprising that the owners of Ontario iron mines should eagerly desire the removal of restrictions which keep out American capital that would seek investment in our mines but for commercial beligerency, or should wish to be able to share upon equal terms in the distribution of the millions paid out in American iron centres near our borders for the article of which they have an unlimited supply?

THE LUMBER TRADE.

A FEW days ago the *Toronto Globe* published a telegram over a column long from Ottawa under the startling head line, "Severe Depression prevailing in the Lumber Trade," and giving the opinions of some of the lumbermen of that section. This it used as a pretext for a column long editorial, in which it attempted to show that the prevailing depression in that trade was due to the "restricted commerce" between Canada and