not yet out, but the total payments forthe seven months ending January 31, 1903, were $753,362, under this head.

A DOUBLE-HEADED BOUNTY.

This year the bounty is slightly less per ton—$2.70—both on iron and steel, when made from native ore. But meantime a new process has been discovered, under which ore intended for making steel need not be converted into pig at all. It can be kept in a continuous fluid state from the ore to the finished steel, and when the steel is made the manufacturers get a bounty both for the pig (which is no longer made) and for steel as well, or $5.40 per ton in all.

And yet, according to an eminent English authority, iron and steel can be made more cheaply in Nova Scotia than anywhere else in the world. The cost per ton is about $2 less than in Pittsburg, and about half what it is in Germany. Why? Because in Nova Scotia the various materials for the making lie almost side by side. (See page 2980, World's Work for January.)

The Dominion Iron and Steel Co. and Dominion Coal Co. (practically one corporation) is one of the beneficiaries under the bounty system. According to a report recently published in the daily press these companies earned $2,000,000 in about eight months last year, and of this sum over $500,000 represented net earnings That is one illustration of how this bounty system works out for the benefit of the manufacturers.

Here is another: The report of the Bureau of Mines shows that there was produced in this Province for the year ending October 1, 1902, 112,689 tons of pig iron, half of which was made from native and half from foreign ore. Of this total, 68,802 tons were made into steel. The bounty paid on this iron and steel from the Dominion and Provincial Governments was about $500,000, or within $10,000 of the total wage bill of all our iron and steel industries, including the wages paid in the manufacture of steel rails.

In view of this state of facts, does the Association speak for the farmers of all Canada in saying that this bounty system must be wholly abolished?

Another matter which the Association has taken up is the adjustment of railway rates. It has done so in this resolution:

> **The Association believes it is in the interest of an agricultural country like Canada that there should be the strictest of public regulation of transportation, and that a Commission, with power to fix rates, with right of speedy appeal to one court on questions of law only, and not to any political tribunal, should be established without further delay.**

This resolution, in brief, calls for the appointment of a Railway Commission, with full power to fix rates charged for transportation by rail. That there is need for a fixing and a reduction is apparent.

Our railways, built largely at the expense of the Canadian people, are carrying American farm produce through this country, on the way to the seaboard, to compete with Canadian farm produce in the Liverpool market, at a lower rate than they are charging for hauling our produce a shorter distance. The rate on cattle from Chicago to St. John, N.B., via Canadian railways is 28c per cwt.; the rate from Barrie to St. John is 27c; and, according to Toronto shippers, the net rate from Chicago is actually lower than the rate from Barrie! The distance from Chicago to St. John is over 400 miles greater than the distance from Barrie to St. John.

During the fall of 1902 the rate on grain shipments from Duluth, on Lake Superior, to Portland, Me., via the great lakes to Goderich, Meaford, or Midland, and thence via the Grand Trunk Railway, was 11 cents per 100 pounds. At the same time the rate to Portland on grain grown in Ontario, and shipped from any of the points named, was 16 1-2 cents per 100 pounds. The rate on Canadian grain, carried a much shorter distance than American grain, was