

tion station. But even here the "Engineer" asserts that the Commission is hopelessly wrong. The following are the Commission's estimates as corrected by the "Engineer":—

	Commission's Estimates.	Estimates Corrected.
Initial cost at the Falls.....	\$13.08	\$19.00
Step-up transformation.....	0.00	3.00
Line transmission.....	1.86	7.00
Step-down transformation.....	1.36	3.50
Interswitching.....	0.07	
Administration.....	0.16	Included in 2nd, 3rd, and 4th items.
Cost of power at 2,000 volts delivered from front step-down station.....	\$16.53	\$32.50

The issue henceforth can be clearly joined. Government protection of municipal ownership can only be justified on business lines. In so highly technical a position as that of the handling of electricity, we are at the mercy of expert opinion, backed by experience. There is no experience of long distance transmission of electrical power in Canada. The Niagara situation is unprecedented. A considerable sum must be allowed for unforeseen emergencies. Ventures must be made upon expert advice, passed through the crucible of business acumen, which is a thing apart from scientific learning.

If the "Canadian Engineer" is wrong, the Ontario Power Commission must demonstrate its error. It cannot profitably affect an attitude of high disdain.

BEATING UP A SCARE.

It is amusing to watch United States newspapers trying to convince the public that Canada is going to be annexed commercially to the United States. Some of our friends are really serious upon this subject, and seem to be so anxious about the future that it would be a pity not to try to ease their minds. Some of our own people are rather fearful believers in Canadian ability to carry the all-Canadian load. There is just enough truth at the back of the Yankee idea to make it worthy of notice, but not enough to cause us to take it as seriously as the projectors of it do. A Washington correspondent of the "Chicago-Record Herald" announces on semi-official authority, that the statesmen of Ottawa are apprehensively considering the inevitable secession of Manitoba, Saskatchewan, Alberta and British Columbia from the Dominion, and that commercially, the Western Provinces are already alien to this Commonwealth. Listen to this:—

The great expense to which the Government was subjected to bind the provinces together by bands of steel is being fast rendered valueless by the encroachment of American railroads, which are tapping the most prolific territory. * * * The whole Canadian West from Vancouver to Winnipeg will cease to send its exports or bring in its imports by the C.P.R. or the Grand Trunk Pacific, and will henceforth depend largely upon American railways for that service. * * * Duluth will be the chief lake port in place of Fort William for Manitoba wheat, and New York and Boston the chief Atlantic ports instead of Montreal and St. John. Matters are not mended by the suspicion that the Grand Trunk Pacific is hand and glove with Mr. Hill. * * * Since 1896 over 100,000 Americans have gone into the Canadian North-West to settle on the cheap lands. This American element now dominates all that part of the country between the western boundary of Manitoba and the Rocky Mountains."

The suggestion that the Canadian Pacific and the Canadian Northern are going to be useless because American roads will haul western grain to New York

for shipment to Europe is worthy a Washington romancer. There is something in the statement that the West is approximating to the United States in its enterprise and methods. The old notion that the Canadian prairie country would be primarily a feeding ground for the Eastern Provinces is out of place in this century. It is equally absurd to say that the United States farmers who are prospering on Canadian soil, dominate Saskatchewan and Alberta. In some districts they are predominant; but Saskatchewan and Alberta are big provinces, in the greater parts of which the American is practically unknown.

Where that most valuable agriculturist does predominate he is rapidly becoming naturalized, not with an after-thought of secession from the Confederation, but with a lively sense of gratitude that he is living in a country where the expenditure of public money and the administration of law have a much closer relation to economy and justice than he has been accustomed to.

Western Canada will develop along its own lines. It will be more tolerant of the peculiarities of the United States perhaps than Eastern Canada is. Its ambition may easily take the form of a desire to give the time to the Parliament of the Dominion, rather than be a subsidiary element in the Washington Congress.

The growth of Western Canada will always mean the greater prosperity of Eastern Canada. The outlet for western products cannot be the United States, except so far as that country is less and less likely to grow sufficient grain for its own sustenance. The Hudson Bay route is destined to become a great highway for European food. The Georgian Bay Canal project will facilitate transportation through Ontario and Quebec. A canal from Winnipeg to Lake Superior is proposed. The East is not jealous of the West. So soon as the West is fairly well filled, the East will have opportunity and material to intensify the cultivation of its own soil, and to maintain a far larger population than that which now dwells in peace and plenty within its borders.

The obvious lesson for men of business is that, in everything which makes for real commercial efficiency, Canadians must not be surpassed by their southern neighbors. Mere bigness is not the first and last financial asset in the world. This country has all the essential qualifications for a worthy, wealthy nationhood. What we hold we shall keep.

SOME ASPECTS OF A PUZZLE.

The depression of stock exchange values shows no sign of lifting. Quotations of New York first-class securities in all respects were duller this week than at any period of the year. The situation in London and other European capitals is similar to that on this continent. All sorts of explanations are offered, all of them worth something, none of them completely explanatory of a most contradictory situation.

On Tuesday the American Government crop report was issued. It was thought that the market sluggishness would be dissipated if good crop estimates came in. The official expectations are extremely good. Abundant rain has improved prospects almost everywhere. But Wall Street did not respond to the improved outlook—which is an additional proof that there is something abnormal in the position, and strengthens the belief that things will worsen before they mend.

Distrust of recent legislation has something to do with the unsatisfactory condition of investments. Discriminating and well-informed observers outside the stock exchanges are more and more distrustful of the trend of things. They blame Wall Street for de-

feating the course the sport of man's prosperity when bounty is forthcoming for railroadings which, after of the soil, the va own, it is surely raised to an unhe money newly inve instance, is very l return on par va artificially raised t it deals, it must, s reducing prices. values have increa building of house Money put into a pretty safe 5 a Wall Street on ex

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All the issues ing the half-year amounts were la investments in with John Bull. Canadian underta for money as an If you must spec your attention i which no one c understand. But prises, your own for a discriminat

The Sunday will accomplish r cult than ever to literal interpretat Minister in cha sympathy with i measure which pretty clearly in be thoroughly a nominally based of one day's rest the legislation s was a wish to re ward expression of our parents a as shaving on th the eternal veri religious to ma Sabbath more la of the week. N will be possible