

another line, which once obtained would prevent competition. This was the first victory scored by the C. P. R. The second is the appointment to a cabinet office of a Martinite, to oppose the prototype of which was the purpose which the coalition had in view in sustaining the Dunsmuir cabinet. The selection for a cabinet office of a man favorable to the views of Mr. Martin is not taken as a sign of the rising of the Martin stock in the market, but as the formation of a Martin-McInnis-Dunsmuir combination; in other words, that the Premier has completely gone back on his record, and done the very thing which his cabinet was formed and sustained not to do. Mr. Dunsmuir voted himself a bonus for a railway in Vancouver Island, and tried, without success, to get a second at Ottawa. His personal schemes may go a long way towards explaining his circuitous policy, the first effect of which it to create a serious opposition to his continuance in office. As was foreseen, Mr. Brown was defeated in the bye-election, at New Westminster.

News comes from Ottawa that a clothing manufacturer, who kept people working at their homes, objects to the administration of the Ontario law, passed in the interest of public health, and will henceforth buy in Montreal the garments in which he deals. When this kind of work is done at the private houses of the workwomen, the danger of spreading disease is serious, as experience has shown. When a certain kind of people wish to make money by the sweating system and find the statutory laws of Ontario stand in their way, they forthwith threaten to have recourse to Montreal. It is the same when someone wishes to evade the payment of his municipal taxes in Ontario; his one remedy is to threaten to move to Montreal. Montreal, too, is represented as the Mecca of parties who wish to escape the death taxes of Ontario. Are the laws of Quebec so lax that anyone there can defy the ordinary precautions for the preservation of health? Are the taxes so small or unequal there as to make the city the tax dodger's paradise? Are the Dominion laws enforced with less care in Montreal than in the Province of Ontario? Is it true, as this clothier's case assumes, that the owners of sweating shops can do as they like in Montreal, at the imminent risk of spreading disease? Or are these stories libels on the first city of Canada? The question is one on which it is eminently desirable that the fullest light should be thrown.

THE BEET SUGAR INDUSTRY.

One of the most striking features of the recent Toronto Exhibition, and one manifesting the newest large development in this country in the agricultural line, was the exhibit by the Ontario Government of several beds of sugar beets in all stages of growth. Few staple crops need more nicety of manipulation, more attention to detail, in a word, more scientific culture than do beets intended for the production of sugar; so that, for farmers and others who intend to become largely interested in this comparatively new product of Canadian soil, the value of the exhibit, as an object lesson, has no doubt been very great.

There is, however, another side to this question of growing beets for the manufacture of sugar in Canada. Is the business not likely to be overdone? We do not mean that there is any likelihood of the production of sugar being more than sufficient for the demand,—at any rate for a long time to come, for the consumption is sufficiently

enormous. We have in mind, rather, the fact that in various parts of this province alone there must be more than a dozen beet-sugar propositions being considered at the present moment. Some of these no doubt are reputable enterprises, and are backed by men not only of real worth in the financial world, but of well recognized commercial acumen, who are well aware of the truth that it takes many factors to make a real success of a business proposition that, on the face of it, looks as though it ought to be successful. Nor should it be forgotten that this industry has been attempted before, in other parts of the Dominion, and that it was a failure.

Certainly, the admission may be made that more is known now-a-days about both the culture of beets and their manufacture into sugar than was the case in former years, but nevertheless we think it would prove good policy on the part of people in several places just now to go ahead a little more slowly in this matter. It is very noteworthy that an Ontario beet sugar enterprise was abandoned the other day, after much money had been expended, for the reason that the farmers of the neighborhood had not kept up to their promises to cultivate the sugar beet, and therefore the factory had not the raw material to work on. Are the men who seemingly are so willing to promote these enterprises in some of our rural towns fully cognizant of all the requirements of the case? And are the farmers and others who are backing these enterprises with their dollars and their labor, prepared to make allowances beforehand for the several difficulties which are practically sure to manifest themselves as soon as their schemes leave the embryo stage? We trust they are, but fear they are not.

FUTURE STRIDES IN CAPE BRETON.

The activity with which the mineral riches of Cape Breton are being developed has already led to great changes in the methods of transportation to and from that island. But the prediction is made that, inasmuch as present rail facilities are not equal to the traffic, the three different systems which now converge on a point at the Strait of Canso will soon be making imperative demands for a bridge over that arm of the Gulf of St. Lawrence which shall unite Cape Breton with the main land of Nova Scotia. A recent visitor from Sydney, Mr. Gillies, tells the Montreal "Gazette" that Mackenzie & Mann will have a great rival coal company, on the west side of the island of Cape Breton, coming, in a few years, into competition with the Dominion Coal Company at Sydney and Glace Bay, bringing coal up the St. Lawrence. The coal, he says, is of the best quality and the quantity enormous. That firm will have two ports of shipment, one in the Strait and the other at Cheticamp, fifty miles from Broad Cove, the present terminus. The Mackenzie and Mann system, the Intercolonial and the Cape Breton railway extension, all coming to the Strait of Canso and seeking bridge accommodation, led to the consideration of a tunnel, but this is dismissed as impracticable. Engineers who have looked into the matter estimate that a bridge can be built for \$3,000,000, and that no very serious engineering difficulties stand in the way. Mr. Gillies is of the opinion that the line now being built by Dr. Webb, Mr. Campbell, and their associates, from Hawkesbury to Sydney and Louisburg is intended by its promoters to be the first link in a railway connecting the terminals of a fast Atlantic steamship line with New York, Montreal and Chicago.