

tariff would probably be held up by The Globe as the cause of the dullness of Canadian shipbuilding on the lakes. The Globe would be right; it is due to the tariff—but to the tariff of the United States as the relatively small lake carrying trade of Canada in proportion to that of the United States will testify upon the most cursory examination. So much for The Globe's accuracy and The Globe's competence to reason logically.

As to The Globe's charge that railways competing with vessel lines raise their rates according to the advantage given by these coasting laws. We would advise The Globe to compare the rates on English railways with the rates for similar distances on similarly situated railways in the United States and meditate until it has found out a reason for the difference of twenty or twenty-five per cent. in favor of the American railways.

We were about to say that The Globe, in all fairness, should give its readers the result of the researches we have requested it to make, but upon reading the last clause of the "lesson in economics" we despair.

Our contemporary has evidently not yet learned that cheapness is a term which expresses, not the low selling price of an article, but the relation of the price to the labor used in making the article. Nevertheless, it may be The Globe will attempt to defend its principles. In that event we shall peruse with interest any argument The Globe may see fit to produce.

#### COLONIZATION RAILWAYS.

The policy of the Ontario government has been to bonus only those railways that are opening up new country. In accordance with this they have this year announced the grant of subsidies to five railways which will develop hitherto unopened parts of the province and greatly aid in the development of agricultural and mineral resources. Last year a subsidy of \$1,000 a mile was voted for 165 miles of the eastern portion of the Ontario and Rainy River Railway. This year the remaining forty miles of the railway was subsidized to the extent of \$120,000. This line is essentially a development line which will open up easy access to gold-bearing territory in the Rainy River country and will also colonize a large area of splendid farming country near the Rainy River and Rainy Lake.

The James Bay Railway project has also received the endorsement of the government to the extent of a bonus of three thousand dollars a mile for forty miles of the distance between Parry Sound and a point near Sudbury. This makes a new vote of \$120,000 for this purpose, but the government have added to it the unearned subsidy voted to the Nipissing and James Bay Railway in 1889. This latter sum was a bonus of three thousand dollars per mile for a distance up to fifty miles, so the total government grant to the James Bay Railway is \$270,000 up to date. This line will do more toward increasing the resources of this province than any other of those lucky enough to receive subsidies. It will provide a through route to the great inland sea away north of us and its completion will be the first step in the march of settlement over a territory far greater than that portion of Ontario already settled. The country north of the height of land is rich in a hundred different ways. It contains timber wealth so great that its value is not within the power of anyone to estimate.

It contains mineral wealth beyond the dreams of Midas and thousands of broad acres lie waiting for the settler's plough. Then there are the fisheries, and they are no least item in the revenue which the great north-land of Ontario will produce. We cannot have the James Bay Railway too soon. We must grow out away to the north and we must be quick about it. In 1889 the Nipissing and James Bay Railway was before the public. Although it was bonused by the government it never was built. We cannot afford to let time pass further. Delay in this matter is dangerous. Ontario cannot afford to be behind in the race with Quebec. Toronto cannot afford to let Montreal out-reach her in the struggle for the trade of the great north country. Already a large part of it is going to Montreal and already a charter is asked from the Dominion government to build a railway from a point near Montreal north to James Bay, which it will touch at Rupert's House on the eastern side of the Bay. A railway from Toronto would touch James Bay at Moose Factory which is, at least, a hundred miles west of Rupert's House as the crow flies. The farther south they come the more widely divergent the two lines will be, but the one that first opens for through traffic will get the trade from the James Bay district. The Ontario government acted wisely in granting a bonus of \$270,000 toward a work of such great public benefit as the James Bay Railway.

The Irondale, Bancroft and Ottawa line receives \$30,000 subsidy for a distance of ten miles beginning at a point about forty-five miles east of Irondale, the section was bonused last year. This, too, is a railway line that will be found a valuable addition as it extends through a section of country where railways are not by any means so numerous as to become a nuisance and where the agricultural and mineral possibilities are great.

The re-vote of \$90,000 to the Bay of Quinte Railway is still another practical attempt to assist the province. North of village of Tweed up in Elzevir, Grimsthorpe and Tudor, there is iron, and it is desirable that the railway shall be extended into the iron region to promote the development of the iron mines.

The last subsidy of all was that of \$10,000 for the Pembroke Southern Railway which wants to add three and one-half miles in the township of Alice to its length. This line is to run from Pembroke to Golden Lake.

The policy of thus aiding railways that will be of assistance in developing our undeveloped territory is a sound one. We have named the railways subsidized this year and endeavored to make plain the reason why government assistance to them will be likely to aid the province. We believe in progress, and we believe this system tends toward progress. We are glad to note and approve this step forward and confidently expect within the next few years to make a flying trip to the northern salt water on the James Bay Express.

Toronto Board of Trade will hold elections next Tuesday to decide who shall be its officers for the next year. Mr. Elias Rogers is president by acclamation and the vice-presidency has been accorded unanimously to Mr. A. E. Kemp, of the Kemp Manufacturing Co., so the members are not taking as much interest as usual in the elections. Their choice of first officers is a commendable one, and the Board of Trade should enjoy a most successful year under their control.