

cultural implements, lumber, coal, woolens, cottons, iron and steel, tobacco, and market gardening produce. British Columbia, Ontario, and Ottawa Valley lumbermen united in asking for a duty of \$2 a thousand feet on rough lumber. British Columbia mill owners declare that they were compelled to close down for three months in the year because of United States competition. Settlers and western farmers denounced the proposal and said they would be unable to pay the high prices resulting. The coal situation is comparatively simple. The far east and the far west of Canada produce their own coal. Ontario is dependent upon Pennsylvania coal. No Canadian coal fields would suffer by removing the duty on American coal and the large Canadian mines would find a market in the States if the American duty were abolished. Market gardeners complain of American competition in early vegetables and other produce which can be grown in the States before Canada, and destroy the market for Canadian stuff by the time it arrives.

Mr. Fielding knows the impossibility of pleasing everybody. His own predilection is obviously for a low tariff. In high import duties he sees a serious menace to political contentment in the West. It happens that the Government's party interest and the national interest are identical in that respect. Mr. Fielding would have the prices of manufactured goods kept down so that the prairie farmer may give large orders, and so enlarge the output of Eastern mills and factories. There is much political wisdom in the counsel.

TWIN BROTHERS OF THE ROAD.

Some railroads are great from the beginning; and know they are great from the moment of their christening. Some just grow and get baptized almost by accident, and are astonished at their own capacity for expansion. The Canadian Northern has just grown. Its brain has been in Toronto since its inception, nearly a decade ago. Its foot has only just arrived. It has upset many theories. It will upset more. It constantly wins its widening way. It will presently be a transcontinental system. It will have fleets upon Eastern and Western waters. It is a great asset of Toronto. The master-builders of it will soon be banqueted in the city of their adoption. For the running of the first trains between Toronto and Parry Sound over the rails of what was the James Bay line, and is now the Canadian Northern Ontario, marks an epoch in Toronto expansion which, seeing that the Canadian Northern did not care to celebrate it openly; the business men must celebrate for them.

Hyperbole of praise is worse than no appreciation at all. But truth is really often stranger than fiction. Those of us who knew Western Canada from twenty to twenty-five years ago are aware of the great gulf that divides the depreciation of those days from the sober truth of these. The Canadian Northern is hauling abundance of first-class wheat from lands on which it was believed, in the early eighties, that wheat would seldom ripen. It is, of all lines on this continent which serve agriculture, the nearest to the North Pole. It has obtained the capital for its construction more cheaply than any other pioneer line in the Republic or the Dominion. The common stock is held by two men, whose partnership has become synonymous for twentieth century Canadian enterprise. Ask level-headed Winnipeg business men to estimate the worth of the Canadian Northern to that metropolis, and they will say that at least one-third of its rapid enlargement is due to it. Which means that the builder of a railroad is veritably greater than he who takes a city.

The Toronto to Parry Sound line is a comparatively isolated section of the transcontinental that is to be. It has taken longer to reach the operating stage than was anticipated—which is a habit new railroads have in times of over-driven producers of building

materials and rolling stock. It opens up more delightful summer country; and brings nearer the establishment of great steel works on the shore of Lake Ontario. It raises Toronto's rank as a transportation city, and finally places Mr. Mackenzie and Mr. Mann among the most eminent servants of their country.

Of course, it is easily objected that Mackenzie and Mann have been in the railroad business for Mackenzie and Mann, first, last, and all the time; and that they represent the apotheosis of corporation aggression. It unquestionably true that railroads are brought into being by men who make money at the business. That is a misfortune of human nature; and not a malefaction of the men who make the money. It is equally true—and from the public point of view it is this which actually counts—that the Canadian Northern has done more for the three thousand miles of territory which it covers than had been done for it in all the cycles of its existence. The philanthropist who inveighs without ceasing against the deeds of capital, is a valuable scourge for the faulty; of whom alas, there are too many in a materialistic world. But he doesn't open up new country in which men may transform their poverty into affluence. Whatever Mr. Mackenzie and Mr. Mann have made out of their foresight, courage and persistence they deserve. They are as open to criticism as other people. Nobody admits that more readily than themselves. They are entitled to public appreciation in large measure. The new communication with Georgian Bay offers a fitting opportunity to exhibit it. The Toronto Board of Trade is taking advantage of it with proper enthusiasm.

ACCORDING TO EXPERIENCE.

The small change of the Dominion is worth more than a whole year's revenue was when Mr. Courtney entered the civil service. The country spends on its administrative machinery a quarter of a million dollars every working-day—a sum beyond our fathers' dreams of extravagance. Mr. Courtney has retired on a pension he earned three times over as Deputy-Minister of Finance. He, above all men, is qualified to be the paternal friend of the tax-payer, for he has worked with every Finance Minister since Confederation except Sir Alexander Galt. The nation should turn to the best account the accumulated discretion of highly-skilled, long-tested public servants.

Mr. Courtney addressed the Canadian Club of Toronto this week on the Finance Department. All that he said makes you wish for more. He touched lightly some of the affairs which too few Parliamentarians heed. There is prospect that we may, a little later on, learn a great deal from the stores of his unique experience. At present, with a tariff session just beginning, for the trend of which Mr. Courtney no doubt has a certain responsibility, the ex-deputy-finance minister, obviously is not inclined to assume the heavier parts of the candid friend. His speech, with its admonition against extravagance, and its appeal for Parliamentary service less affected by prospects of subtractions from the public treasury, gives promise of extensive teaching in fulness of time upon the vital problems of national finance.

Mr. Courtney would have the country take more thought over its housekeeping expenses; prepare to obviate an impairment of its credit through the pending maturity of heavy loans; guard against excessive obligation to foreign capital; and pay its servants better wages. There, surely, is a vigorous, working creed from one who might have been excused if he had sought instant escape from the associations of years of faithful drudgery, and honest subordination to more visible financiers. But blood will always tell. Mr. Courtney comes of a sturdy west of England stock which has no perfunctory attributes, and which has demonstrated its rugged independence in Imperial

Houses. He is of the class of servants who should be seen. Wilkie, of the Imperial Bank Parliament, and would be which side he would adorn. about Mr. Wilkie's wish.

A really independent past party disappointments, curiosity at Ottawa as a man he would be the right man. Senate had not, apparently respect for itself, Mr. Courtney be asked to serve the count benches. Indeed, if on the matter of toil, only half required made, it would be above the tinction. The point one would Mr. Courtney ought to be p would be morally compelled the four main ideas of his public can stand any quantity sort presented to it in the m will suggest themselves to tioner of the art of public fin would not be vain. But Mr. drawbacks of Dryasdust.

Mr. Courtney's monitor most blessed incitements to speech of discriminating op summed up as an invitation remaining excrescences of p For what are leech-like dem be spent in a constituency not, but a survival of the d public affairs when the large only dimly perceived? Wh getfulness of the imminence the tendency to rely overmu the stranger, but fleeting fa the re-creative power of our c is niggardiness to the mos Crown, but the economy of who does not understand th and yet increaseth.

It is hard to say whic figure—a little man in a big of which he can never ra natural capacity, who has no might accomplish. It is no the typical Canadian belong rather than the first. Where economies it is generally be how generous he might safe ship does no more harmful than where it keeps apprec ances within petty limits; an It multiplies tiny politicians from arriving. It is at the bribes, grafts and crimes a It produces sessions full of able measures, and not even of view of members' indem

Whence will improvem penditure, as Mr. Courtne humor, reminds us, is sanctio is the creature of the people can only issue from the same strenuousness in getting rid is the process of exacting valu to begin? It is easier to prop solve them. But the longer layed the more costly are th much sign of retrenchment apostolate of economy is slee is on a journey. It is not ut ment has undertaken to hand millions a year to the provin politician expect an instructi