

11. Lake Ontario ports would be opened to the full advantages of the trade of the other lakes.

12. The project will not involve heavy expenditure with doubtful advantages.

13. It will be a necessary link in a deep waterway to the sea, and one of permanent advantage in that respect if the Dominion Government ever handles the St. Lawrence River improvement as a national enterprise, and as a means of preventing exploitation of the river for power purposes by private parties.

14. It will afford at once the quickest, cheapest, and most practicable solution of the transportation problem.

It is interesting to know that considerable support for the enlargement of the Welland Canal has been received in Western Canada. We believe the Dominion Government will not hesitate to place a substantial amount in the estimates for this work. If begun now, it will be completed about the same time as the new Erie Canal. Otherwise,——

“NO” TO TORONTO TUBES.

Despite certain inconveniences which the Toronto public suffer as the result of a cramped street railway service, that public will not recognize the expenditure and results of \$5,000,000 on tube railways as relief. The subway project is costly without giving advantages correspondingly as large. It will serve only a small section of the community. It is the thin end of an expenditure of \$23,000,000 for an elaborate tube system, which will be completed at a time when expropriation of the street railway company's franchise is possible. Conditions in Toronto are not favorable to the successful and remunerative operation of tube railways. The idea of tubes for Toronto appeals to civic pride, ambition and imagination, but not to the purse.

These two questions, among others, will be submitted to the Toronto ratepayers on New Year's Day. The Monetary Times has placed after each question the answer which is believed will be that of every thoughtful ratepayer who desires improved transportation facilities without the inauguration of fanciful schemes.

Question—Are you in favor of legislation being asked to permit the city to expropriate the Toronto Railway at a price to be fixed by arbitration, and submitted to the qualified ratepayers for approval? Answer—Yes.

Question—Will you authorize the City Council to expend the sum of \$5,386,870 for an underground railway running from the corner of Bay and Front Streets northerly to the corner of St. Clair Avenue and Yonge Street? Answer—No.

GOOD ADVICE.

Some excellent advice, addressed to the citizens of Hamilton, but applicable equally to any city or town in like circumstances, appeared recently in the Hamilton Times.

Do not, says that journal in effect to its councillors and townsfolk, begrudge money enough to provide an ample supply of filtered water for Hamilton. Be sure to provide adequately for the future demands imposed by the growth of that city. Provide for bigger, better schools, libraries, police stations, fire stations. Lay the

foundations properly; avoid the blunders of limited village notions, the wasting of money and the spoiling of an important job.

With a prescience that is none too common among the prominent dailies of the country, the Times' writer gives a valuable paragraph to revised building by-laws and the vast importance of care in construction to reduce the fire waste. This deserves to be quoted:—

“We spend much money in waterworks and fire protection, and we pay a big tribute annually for fire insurance. The quality of the building will count in that bill. Take the uptown district. The owner of a business building goes to great trouble and expense to get a modern fireproof roof. Perhaps his near neighbors do not pay as much heed to such matters, and roof with shingles. The careful, permanent builder cannot exert any influence to prevent his use of shingles, and the result is that the man who at considerable cost, and to the city's advantage, made his own roof of fire-resisting materials, finds that after all his care and outlay he is deprived of the profit of that investment by his neighbor's failure to live up to the standard. That neighbor's near-by shingle roof is made the excuse of the insurance underwriters for penalizing by a higher rate the owner of the building with a thoroughly good roof.”

CONDITIONS IN CANADA.

The first review of general conditions in Canada during the year which is closing was given at the Bank of Montreal's annual meeting this week by its president, Mr. R. B. Angus. He reminded us that the country has enjoyed a period of great prosperity in almost every department of trade and commerce, and has undoubtedly added to its permanent and productive wealth. Although this has been more marked in British Columbia and the prairie provinces, Ontario, Quebec and the maritime provinces have not failed to participate.

Some interesting crop figures from a capable and well-informed source were given by Mr. Angus. The estimate of the Western wheat crop is given by that authority as about 180,000,000 bushels. While the quality this year, as a whole, is not all that could be desired, the average prices being paid for the lower grades are even better than the prices obtainable in many previous years for the higher grades, and consequently the net cash returns will be the largest ever obtained from our North-West.

When considering the effect of the wheat crop in relation to its influence on the prosperity of our Dominion, the value of the other cereals produced in our North-West must not be overlooked. If we accept the present estimates of the various important grains, which are as follows:—

	Bushels.
Wheat	180,000,000
Oats	200,000,000
Barley	35,000,000
Flax	7,000,000

the cash value to the farmer, at the average prices prevailing to-day, would be approximately over \$235,000,000, no inconsiderable sum, considering that this is exclusive of the farmers' receipts from various other sources, such as live stock, hay, root crops and dairy products.

While we are inclined to think that the wheat crop will be several million bushels less than 180,000,000,