

ing Canada to-day. It is as a united people that we should face the problems of transportation, colonization, not as a divided people. We trust that the foolish advice of Mr. Bourassa will fall on unheeding ears.

### NORTHERN QUEBEC'S DEVELOPMENT.

#### Expedition to Chibagamou Returns.

IN the early part of the Summer the Quebec Government sent an expedition into the Chibougamou district in the far northern part of the province. They have just returned to civilization, bringing back a large number of valuable mineral specimens and a vast fund of information regarding the mineral, timber and other resources of the country lying between Lake St. John and James Bay. When the mineral samples have been analyzed and the information regarding the resources of the country published, we may expect to hear some very gratifying facts in regard to the resources of Northern Quebec. There does not seem to be any reason why Northern Quebec should not be as rich in mineral resources as Northern Ontario is proving to be. The latter province has its Cobalt, Montreal River, Gowganda, Porcupine and Larder Lake mineral districts, all more or less valuable. These mineral areas in Ontario were opened up by the building of the Temiskaming and Northern Ontario Railway. A few years ago the world did not dream that in a single small area at Cobalt was stored sufficient silver to rank it as one of the greatest mining camps in the world.

Quebec is doing a laudable thing in exploring her northern regions. In a few years a National Transcontinental will pass through a portion of the province which heretofore has received little or no attention from settlers or investors. It is known that the country is rich in timber resources and with great water power for manufacturing purposes. There are also stretches of good farming country, but it is probable that the chief wealth will be found to consist in minerals.

The development of Northern Quebec seems to be just about in its commencement. The other day we noticed that Mr. William MacKenzie, of the Canadian Northern Railway, was about to establish an immense pulp and paper mill somewhere in the vicinity of Lake St. John, and carry on the manufacture of paper on a large scale. His company is prepared to put \$10,000,000 into the enterprise, which will undoubtedly mean a great deal to that part of the country. As time goes on and the available timber supplies in the older sections become more and more depleted, other pulp and paper manufacturers will build their mills in the northern part of the province. We will await with interest the detailed report of the late expedition into this far northern region. Undoubtedly this part of the province is heavily

mineralized and when sufficiently explored and opened up will contribute in no small way to the revenue of the province. Ontario has grown rich in the past five years from her mineral resources in the northern part of the province. The same rock formation is found in the Province of Quebec, and there does not seem to be any reason at all why this province should not have as great a mineral development inside the next few years.

### ENGLAND UNDER FREE TRADE.

#### Sir Alfred Mond's Views of the Situation.

FOR some little time tariff reformers throughout Great Britain have been raising a great cry that the Old Country is on the downward trend, and that her end is not far distant. A story diametrically opposed to these doleful predictions was that given by Sir Alfred Mond, president of the Free Trade Union of Great Britain.

Sir Alfred Mond has recently been a visitor in Toronto and Montreal, where he has addressed Canadian Clubs and other public gatherings. He took every possible occasion to make a vigorous defence of free trade. He declared that England was prosperous to-day, and that the pre-eminence of her trade and shipping were due, in no small degree, to the policy of free trade maintained since 1842. He quoted statistics showing Britain's commanding position in the ship-building and cotton trades, and asked the very pertinent question, which so far as we know has not been answered: "If there is anyone who can explain to me what, except free trade, has enabled Britain to keep the markets of the world, I wish he would do it."

Quoting figures in connection with Britain's marine trade, he showed that the merchants' marine of Great Britain now numbers more than 37,000 vessels, and that two-thirds of the carrying trade of the world is being carried on under the British flag. During the past year there were added to the British Merchants' Marine 560 steamships of 487,000 tons and 276 sailing ships of 30,000 tons, indicating a very healthy growth.

How Great Britain stands in shipping with the rest of the world is almost startling. The following is the relative rank of the nations:—

	Vessels.	Tons.
British .....	37,071	40,102,311
German .....	5,329	6,754,231
Norwegian .....	7,723	4,308,231
Danish .....	4,797	2,886,731
Swedish .....	3,601	2,478,534
Dutch .....	3,283	2,294,584
French .....	3,213	1,663,197
Spanish .....	1,174	1,499,319
Other Nationalities (including U.S.)	4,294	4,971,240

In a recent address Sir Alfred Mond expressed his pleasure at the stand taken by Western farmers in not wanting to have any extra burden placed upon the British people. He stated that a tariff in Great Britain would mean

duties on many products Canada was now sending into the British markets free of duty, and depreciated the idea that with a preferential tariff it would be easier to get into the English markets than it is at the present time. "How can we give you more than no wall at all?" he asked, and his question remains unanswered by the tariff reformers. The latter intend to have a triple tariff of from 5 to 15 per cent. on manufactured goods, with perhaps 2½ per cent. off for the Colonies. "They put on 15 per cent. and take off 2½ per cent., so that they put the tariff up 12 per cent., and you can call that giving you a preference. With free trade you have no tariff wall at all and your goods enter our ports free of all restrictions and duties."

Sir Alfred Mond also stated that it was unfortunate that tariff matters should be confused with imperialism. The two are distinctly separate and there is no reason at all why they should be confused or bracketed together.

Speaking of the cotton situation, Sir Alfred stated that at the present time the English cotton mills were the only ones able to carry on business with the high price of cotton. In the United States the mills are being closed down and thousands of hands thrown out of work. The same is true in other countries, and, to a moderate extent, Great Britain is affected, but her mills are able to operate almost full time. This is entirely owing to her free trade principles, and her splendid position to-day in all trade matters is entirely owing to her free trade policy, which she adopted almost three-quarters of a century ago.

The visits of men like Sir Alfred Mond have a stimulating and heartening effect on those who desire to see free trade adopted in Canada.

### THE BOARD OF CONTROL.

Their Work Has Been Satisfactory to Citizens.

ACCORDING to a despatch published a few days ago, some Ottawa citizens and some of the City Council are desirous of abolishing the Board of Control in that city. They give as their reasons that the work of the Board has been unsatisfactory. Doubtless there are always some dissatisfied people no matter how ideal the conditions may be under which they live. In contrast to the dissatisfaction in Ottawa, reports from Toronto, Winnipeg and Montreal are all greatly in favor of administration by Boards of Control. In Montreal a resume of the work accomplished by the Board of Control was recently given by Mr. F. L. Wanklyn, one of the Controllers, at a banquet tendered him in the city.

In brief, his speech was a resume of the work which has been carried on by the Board of Control since its inception. Among the things which he discussed was the water system, the improvements planned for it, the lighting