The Standard

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December 11th is the date fixed for the Provincial elections in the Province of Ontario. Sir James Whitney has issued his manifesto to the people of the Province setting forth the various things the Government has accomplished during the seven years it has been in power. The list is a lengthy one. Much has been done to place Ontario in a foremost position among the Provinces of Canada during the administration of Sir James and his colleagues. The Government has been progressive, and has added greatly to the wealth of the Province by the development of its northern resources in New Onsive, and has added greatly to the wealth of the Province by the development of its northern resources in New Ontario, where great mineral wealth has been discovered. The value of the mines of Northern Ontario to the Province is shown by the statement that in 1994 the mineral output was something over \$11,000,000, while in 19910 it was more than \$39,000,000. The revenue from mining sources has increased during the period from \$70,000 per annum to an average of over \$771,000, a tenfold increase. The revenue of every department has increased and the expenditures for education and agricultural development are on a more liberal scale than in any other Province in Canada.

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In opening up New Ontario the Whitney Government has constructed a railway over 380 miles in length and has made surveys for further extension as far north as James Bay, in case it is decided to continue the line to that point. In relation to the management of this railway, it is stated by Sir James in his manifesto, that an arrangement has been entered into with the Grand Trunk Railway for running rights for its trains over the line, in consideration of which the company assumes an equitable share of the general maintenance of the road and pays the sum of \$300,000 per annum as rental for such running rights, this sum representing one-half of the interest on the total cost of constructing the railway.

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Another anthority asserts that apartment houses generally throughout the metropolis are not so well rented as a healthy market would warrant. In many of these variety and as there is a scarcity of cheaper apartments as a healthy market would warrant. In many of these trunning rights, this sum representing one-half of the interest of the greater of the courtry. According to the New York World there is probably no city in world where so large a proportion of income is needed for rent as in New York. The New York Times is authority for the statement that the officers of the title guarantee companies and tricks, as well as the towns and citles of Western Ontario. The scheme is one of the greatest ever attempted by a Provincial Government in Canada, and has been carried forward almost to completion nothwithstanding the tremendous infuence of private corporations

The reason given by Sir James for his appeal to the cheople at the present time is, that there are already leven vacancies in the Legislature and the change of Government at Ottawa renders necessary certain changes in the general policy of the Provincial Government which, in the general policy of the Provincial Government which, if carried out will necessitate provincial legislation of an important character. The Laurier Administration made it part of its policy to subsidize all new railroads in Northern Ontario to the extent of \$6,400 a mile, but steadily refused to grant a similar subsidy to the Ontario Government Railway, although constantly urged to do so. A large amount of money has also been spent by the Government of Ontario in the construction of colonization roads in the new territory. It is part of Mr. Borden's platform to grant assistance to the Provincial Governments for the construction of permanent high ways, and Sir James thinks it desirable that the Provincial and Federal Governments should act in unison.

The principal points on which the appeal to the people is to be made are the advisability of further provincial appropriations to any scheme of development by reason of the financial aid to be given by the Dominion of the financial aid to the state of the financial aid to the attribute of the financi

cial appropriations to any scheme of development by reason of the financial aid to be given by the Dominion Government, and whether the Government of the Province shall continue to urge upon the Dominion Government the payment of the subsidy to the Ontario Government Railway, and whether a department of the Government Railway, and whether a department of the Government shall be organized with a Cabinet Minister at its head to take over the work of the Hydro-electric Power Co. Commission.

From this reason.

The friends and indirers of Premier Flemming are to honor him with a banquet at Woodstock on Friday. The day could perhaps have been mere happily chosen, the shire town of Carleton county which have the proceeding at the shire town of Carleton county which have the proving and it is fitting therefore that the people face he have been written down and several town of Carleton county which have the properties of the county should extend the high form of his Willish he was in opposition Mr. Flemming proved that the people of that county should extend their hearty congratulations to him.

While he was in opposition Mr. Flemming proved the world to the world's pustification of the office of Provincia Secretary he developed an organizing power which had not previously been credited to lim, and he oversight of the Provincia Universal Associated the was possessed of a genuine desire to get full value for every dollar spear. Following the revietes a management of the finances of the Province by his produces part, Mr. Penming lad a rather difficult postition to fee, just the took up to the finances of the Province by his produces part, Mr. Penming lad a rather difficult postition to fee, just the took up to the post of the county of the post of the county of the county of the post of the county of the county of the post of the county of the post of the county of the post of the county of

quire to be acted upon immediately. Perhaps the most important of these is the further development of the coareas of Sunbury and Queens. This matter also engages the attention of the Hazen Government. Mr. Flemming and his colleagues will be called upon to bring about the construction of a rallway from Gibson to Minto which will open up the coal areas to the whole Province, and which cannot fail to bring about a large increase in the population and wealth of the two inland counties chiefly concerned.

concerned.

Another measure which is well advanced and which is of great local importance, is the replacing of the Suspension Bridge at this city by one of more modern and stronger construction. The building of the old bridge was one of the great events of a little more than half a century ago. At that time it was one of the most important structures of its kind on the whole continent of America, but fifty years have wrought many changes and the great bridge which was a monument to the energy of its promoter, the late Mr. W. K. Reynolds, has outlived its usefulness and must give place to a new structure.

ern transportation methods.

The banquet tomorrow night at Woodstock will afford an opportunity for many to bear testimony to the energy and ability of Premier Flemming as well as to the success which has followed his political career.

Current Comment

Co. Commission.

From this general statement it will be seen that the fissues proposed by Sir James are purely of a provincial Prince Edward losing its population, it may well be a character and are not mixed with the important issues source of local pride that natives of the island have taksettled by the elections of September 21. The Liberals en so large a part in the higher activities of other Provoi Ontario have discarded Mr. Mackay, their former inces. The smallest Province has far more than its proprovincial leader and chosen Mr. N. W. Rowell, K.C., of portionate share of the leaders of thought and men of action throughout the Dominion.

(Hamilton Spectator.)

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farmers per day, spends his whole time in a small area settled anew by small holders under the Congested Districts Board. We found such a man in charge of some two hundred and fifty "colonists," each having about twenty-five acres of land. That had formerly been a large grazing estate. I was there three years after the first allocation. Many of the "colonists" had put half of their area under tillage, and were growing potatoes and other roots. A new spirit of confidence and hopefulness seemed to be replacing the old attitude of resentment at conditions in the beautiful, lovable, distressful island.

From Scotland there is so much to learn that one is embarrassed in seeking for only a few examples that may be presented in a few words. Edinburgh and Glasgow, with the present provision for industrial training and technical education, have no reason to be ashamed of their effort in the presence of the best that is being done in Munich, Dresden, or other German cities. They were probably twenty years later in getting started, but have made up more than five years of energetic work.

Beauty is impressive.

In all these old lands one is impressed by the beauty of the countryside, where centuries of labor have given a richness of finish which is as yet absent in this new country. The rexcellence of the roads is wherein perhaps they are most in advance of us in Canada. In travelling over some six hundred miles in England and Scotland, I found more than three-fourths of the roads better highways than the Driveway of the Ottawa Improvement Commission.

As I have already indicated, an outstanding feature of recent activity in



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