

	Montreal.	Toronto.
1896	\$527,858,000	\$342,001,000
1900	734,941,000	513,697,000
1904	1,065,067,000	842,097,000
1905, 9 mos..	935,746,000	753,942,000

The volume of clearings at Montreal has risen about 100 per cent. during eight years, while at Toronto the increase has been 146 per cent.

The last test of commercial progress to be applied is that of local manufactures.

The relative strength of the two cities in manufactures is thus shown:—

	Montreal.	Toronto.
1881	\$54,688,312	\$19,562,981
1891	77,057,977	45,985,667
1901	87,400,789	60,366,857

They show that in twenty years the annual value of products manufactured in Montreal have increased 60 per cent., while in the same period the manufacturing output of Toronto has increased 209 per cent. This is a remarkable gain for Toronto.

As a shipping port it is improbable in the extreme that Montreal will ever be superseded. This is tolerably manifest, for Montreal is virtually an ocean port, while Toronto's importance as a lake port is much exaggerated by her people.

ABOUT EMIGRATION AGAIN.

Our remarks in an article of last issue, entitled "Emigration and its Detractors," may have been misconstrued into an aspersion of the idea that Great Britain should be able to find means for the employment of a large portion of its surplus population in its own fertile fields. Such interpretation is faulty. We believe that with proper legislation—legislation, however, which one cannot but admit would meet with such terrific opposition from many allied interests that it would almost surely die at its inception—the food of England could be produced by the men who eat it, and on land which now is a waste devoted to the rearing of game. What we intended to convey, however, was the fact that seeing how hopeless appears any attempt in England, to bring together the starving land and the starving denizens thereof who have been driven from it to swell the ranks of the cities' unemployed, it would be much better for these same to come to Canada, to a country which has the land and *wants* the people to till it. This is a very different proposition from saying the writer argued against the return of British unemployed to British land.

On the contrary, while we confess, that as Canadians, we have nothing to do with the manner in which the people of the Old Country conduct their land tenure laws, there does seem to be something radically wrong with the way in which they allow an appreciable portion of their rising man and womanhood to go to utter waste, mental, moral, and physical, through this very disunion of the land, and those who should be its workers. But, seeing that the laws are as they are, and seeing how even Britain's ablest legislators are powerless, or have not the courage to remedy them, we have to face conditions as we find them, disheartening though they be. And why should not Canada as an important section of the Empire, help itself by being the means of helping the almost helpless victims of the British system?

MAKE THE CITY KNOWN.

It is sometimes said that Toronto is already so well known in the United States that there is no need to do anything to advertise its attractions. It is only partly true that American tourists know Toronto; there are hundreds of thousands of such tourists; and while possibly tens of thousands know of us, only thousands come here. Besides many of those who have heard of this city as a progressive and a handsome place have but a dim idea where it is or how to get at it.

In September last, during the Industrial Exhibition, a man who travels much in the United States told the writer the following incident. It is best related in his own words. Said he: "I was in San Francisco three months ago, and as I had lived in Toronto all the previous winter, I put down 'Toronto' when I came to sign my name at the hotel. The clerk looked at the register and then said to me, 'We are always glad to see any body from Toronto.' I asked him why, and he said that he had heard good accounts of it as a clean, American-like city, and a pretty city, too." "Well, so it is," said the man who was telling the story, "I don't know which is the prettiest city, Detroit or Toronto, but they are the two nicest cities in America, to my mind." "Now look-a-here," rejoined the hotel-clerk, "that's pretty nigh right, by what I've heard; but say, ain't it curious that the two prettiest cities on this continent should be so close together, one in Canada and one in our country, with only a narrow river between them." This San Francisco man had the notion, until he was told differently, that Toronto was on Detroit River instead of 250 miles east of it. And there may be many Americans in the West and South under misapprehension about us in this or other respects.

Speaking of the south reminds one of what the secretary of our Board of Trade has in view regarding residents from the Southern States of the Union visiting this city. Many other cities and towns in Canada and the United States have bureaus whose purpose it is to give information about the characteristics of the places they represent. Halifax, St. John, and Montreal, have such bureaus; so have Detroit, Pittsburg and other places. They issue by the thousand pamphlets or folders with illustrations of the attractions to be found in or around them, and with descriptions or statistics of population and trade, of house or hotel accommodation, and of facilities for travel. And the railways are always ready to help circulate these for the sake of the traffic they are likely to bring. These means have brought tourists in hundreds, if not thousands, to these places.

With how much more reason should Toronto have an Intelligence Bureau, if necessary a Business Men's Association, with one of its chief objects to let people outside her walls know that Toronto is a prosperous city, a healthy and delightful place to live, an ideal spot for recreation, a convenient point from which to reach any region in Ontario, Quebec, or the Northern States by boat or rail. If any body says, "People outside know that already," we answer, but they should know more. They should be told how to get here and what it costs; how much per week are rates at a good hotel or first-class boarding-house; told where the golf-links are; and about lacrosse, foot-ball, baseball; told of rowing, yachting, automobiling, and bathing at the Island; told that we have tolerable roads and drives, and a good street car service.

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