

offered for \$25 an acre. That means that with the same capital, and probably with less labor proportionately, because the soil is better, the Western farmer may work from double to four times the area, or he may operate the same area with a greatly reduced capital. For this reason he moves westward, and for precisely the same reason Canada draws agriculturists from the States. They see that land is cheap, that the yield is quite as large, and on an average much larger, than that of Dakota or Minnesota, and they realize that it is good business to become Canadian farmers. The exodus is not the result of overcrowding, for the Republic has millions of acres of land still unoccupied. It is caused by the land values being so much higher in the United States than in Canada. In course of time this will probably equalize itself in some measure, for the sale of farm property in the United States will depress values, while the growing demand in Canada will serve to increase values. But long before that takes place Western Canada will have attracted a great population, not only from the United States, but also from Eastern Canada and from Europe. Of course this movement could not have taken place if we had not previously shown our faith in the country by giving it railway connection with the East. Without that the country would lack a market, and the farmers would be unable to dispose of their crops. This railway progress must go on, for it is the pioneer of settlement. One of the evils that we must guard against, however, is the monopolization of land by great corporations, which will raise the prices above the level that is so attractive to immigrants. This would retard settlement, and, in fact, kill the goose that lays the golden egg. Our Western influx should be the subject of careful study, in order that its inspiration may be well understood and preserved. We have for many years been preparing the way for this movement, and must be alert to take full advantage

of our investments and of our enterprise. —*The Mail and Empire.*

### Canadian Rails for Canadian Subsidized Railways

THE announcement that the Clergue concern at Sault Ste. Marie has stopped its rolling mill for want of orders is discussed in our news columns. The World regrets very much that a single rail for Canadian railways should be imported either from the United States or Europe. Years ago The World advocated such a prohibitory tariff on rails as would have resulted in the establishment of half a dozen steel rolling mills of the first class. Canada, as a Dominion, and the various provinces, are to-day voting immense subsidies to various railways. To our mind, one of the specified conditions in all this voting of subsidies ought to be that the rails to be used shall be Canadian rails, made of Canadian iron. It is not too late yet to have that policy go into force, and the responsibility must rest with the powers at Ottawa for neglecting to adopt such a measure for the welfare of the country. We have the ore, we have all the facilities for smelting it, we have the water power and sites for smelters, we have the transportation facilities, and we are in just as good position to make steel rails in Canada as they are in the United States. It is not so very long ago that it was said in the United States that the steel rail industry could not be built up there; but high protection has put that country in a position where she can beat the world in the production of steel rails, or, as a matter of fact, in the production of iron of any kind. If the United States to-day is raiding the foreign market for rails it is because of the home market that protection gave them to start with. The duty on steel rails will certainly have to be considered by the Liberal party when it meets in February next to decide on the tariff revision which the Globe promises is then to be taken up. —*The Toronto World.*