

advocated was a give-and-take policy. He, as do many others, advocates a mutual preferential arrangement with the Old Country.

The fact, however, has to be faced that opinions are divided as to whether the British Empire can be more closely knitted by great trade compact, whereby the mother country will receive from the colonies a preferential rate on the foodstuffs they have to send. The signs point to a realization of that desire, and it may come within the comparatively near future. This division of opinion exists, but it is by no means a reason for the abolition or reduction of the British preference. Such action might be construed as an attempt to force the hands of the Imperial Government in this matter. Canada has been, and is, willing to give Great Britain a preference. If the mother country feels inclined at a later date to change its tariff policy so far as its overseas empires are concerned, Canada will co-operate. In the meantime, the removal of the British preference would not tally with the Conservative party's election call for closer trade relations with the units of the British Empire. One thing appears certain—both political parties in Great Britain are anxious for the creation of big trade within the boundaries of the Empire, even though they have different ideas as to the accomplishment of that object. In the meantime, and despite the tariff, the United States is obtaining more than 60 per cent. of our import trade.

NORTHERN ONTARIO.

The report on the natural resources and trade prospects of Northern Ontario, issued by the Toronto Board of Trade this week, is another vivid reminder of the pioneering work in Canada yet to be accomplished. There are 20,000,000 acres of good agricultural land to be settled in that region alone. Then we have the Peace River district; the new portions of Manitoba, Ontario and Quebec, given under the recent boundary agreement; large sections of British Columbia and Saskatchewan. When past achievements are considered, they are almost overshadowed by thoughts of the great areas still to be settled and cultivated. This is work for both the present and future generations.

The report on Ontario's Northland presents an idea of the natural resources and of the trade prospects of that country, and it was thought well to quote certain statistics relating to Canada as a whole and others showing Old Ontario's contribution. In this way it is possible to judge what Ontario has accomplished with only the lower portion of the province developed and cultivated. On that basis, and in view of the great natural wealth of the Northland, one is able to realize to some extent the great agricultural and industrial possibilities which exist there and the consequent opportunities for trade.

Emphasis has been placed in the report upon the necessity for the settlement of the land for agricultural purposes. This is done without wishing to minimize the immense importance to Canada of the mining industry. The point which it is desired to make is that to a large degree the business of towns depending for their existence on mining camps must necessarily be to some extent of a temporary nature. On the other hand, those communities backed by extensive agricultural areas, well settled and well tilled, possess a permanent basis.

The principal points of the report may be summarized as follows:—

The railroad mileage, finished and under construction, is sufficient to induce a large agricultural settlement. The outlook for further railroad construction is good. With the completion of the Grand Trunk Pacific and the proposed Canadian Northern Port Arthur to Montreal branch, the railroad steel will run through the northern and the southern borders of the great clay belt,

while the Ontario Government railroad connects Toronto and Old Ontario with these developments.

With the continued production of silver in the Cobalt region, there appears to be an opening for a local smelting industry, which would be largely assisted by the adequate water powers in the immediate neighborhood.

The timber wealth of Northern Ontario is the basis of new industrial development. Not only have the total exports of pulp and paper by the United States decreased, but the imports into that country have largely increased, and notably those from Canada. The possibilities of pulp and paper manufacture in the north are such as would seem to demand aggressive action with a view to exploiting the timber resources in that direction.

In view of these considerations, the provincial regulation prohibiting the export of spruce and other woods suitable for pulp, cut on Crown lands, seems amply justified. An analysis of the timber situation in Northern Ontario reveals a need for capital for the development of these resources. Up to the present the capitalists who have interested themselves in this industry have chiefly confined their attention to Quebec province. The Northland offers investments equally as good as those of the neighboring province. The desirability of reduced timber dues may be discussed in this connection.

The wooded condition of the large land areas makes adequate fire protection of towns and forest lands imperative.

The available water powers of Northern Ontario are unique, being found among the pine and hardwood forests, and in many cases contiguous to mineral deposits. The raw material and the power for their manufacture are thus side by side. They are the basis of much possible industrial development.

The 20,000,000 acres of agricultural lands offer great inducements to the prospective settler. Land can be taken up within a reasonable distance of railroad facilities and a town. The markets await the produce of the farm-to-be. The land is well timbered, and, while it has to be cleared, offers an unlimited supply of fuel and gives the settler an immediate merchantable asset in the shape of pulpwood.

Crop-raising in Northern Ontario has long passed the experimental stage, as actual production has shown.

The most serious rival to Northern Ontario's early settlement is the manner in which the attractions of Western Canada, as an agricultural area, are being advertised. It will apparently be necessary to increase the provincial government's campaign in that direction, with a view to diverting to the north part of the immigration at present going westward. Ready-made farms could be given a fair trial, as they have met with success in the West.

Considerable assistance is required from the provincial government in cutting roads in the agricultural regions where it is desired to settle. It appears unfair to place almost the entire burden of this work upon the incoming settler himself. Only two government roads cross the last 114 miles of the government railway.

While special rates on settlers' effects are in operation on the Ontario Government's railroad, it might prove advisable to offer even further facilities in that direction. An examination of the position in the Northland reveals the necessity of concentrating all possible effort from many directions upon the early settlement of the agricultural districts. This is made the more important by the fact that much business arising from mining and railroad camps must be considered to some extent temporary.

There are good trade prospects in the north, and the outlook is bright. The present annual purchasing power of the territory from North Bay to Cochrane, including the towns, mining regions and railroad and lumber camp is, at a low estimate, \$45,599,320. The competition of Quebec province in the north has already