union men, as well as union men. The company's sales in St. Catharines were, in consequence of this boycott, reduced from $6,000 a year to $1,600. Labor unions elsewhere were also asked to boycott Gurney heating apparatus. Builders were warned that they must not put in Gurney heating furnaces under penalty of being boycotted and having labor troubles of their own. A Toronto steamfitter went to St. Catharines to do some work; he put in a Gurney furnace, went back to Toronto and was fined $25 by his union. Still further, a firm of shoe merchants in St. Catharines were threatened with being placed on an unfair list of the unions if they did not cancel a contract for a Gurney furnace. And, therefore, they cancelled the contract.

Such interferences with the freedom of trade were commented upon by the judge as showing that the labor unions had an iron hand under the pretended velvet glove. They had resolved that the Gurneys must be punished because four years ago they had determined to make theirs an open shop. The jury were out only an hour when they brought in a verdict of $1,500 against the trades unions as a whole. The Gurney Company is to be congratulated on the outcome of this trial, in which both judge and jury showed unmistakably their aversion to such unrighteous and revengeful tactics as those employed by the trades unions. It is made additionally manifest by the evidence in this case that labor unions should be compelled to seek incorporation in order that the public may be protected from their illegal acts. Furthermore, it shows the vileness of the damnable system of boycotting, and every man who loves fair play in business should rejoice to see it crushed out.

THE TRADE WITH AUSTRALASIA.

It is a very interesting resumé of trade conditions in Victoria, South Australia, West Australia, and Tasmania, which we find in the latest report to the Department of Trade and Commerce, by Mr. D. H. Ross, who is located at Melbourne. Since the first of the year, he says, business throughout the Commonwealth has been upon a satisfactory scale, and the volume of trade done by the large importing houses has been well maintained. Agricultural and dairy produce has been moving freely, and good prices are being realized. The outlook is regarded as much more promising than it was, and a continuance of steady improvement during the next few months seems to be assured. That is to say, this is Mr. Ross's opinion. That of our correspondent in Sydney is much less optimistic, judging from his latest letters to hand.

Comment is made by Mr. Ross on the purchases of Australian butter for Canadian consumption. He says:—"Since the receipt of cable advices that the Continent, United States and Canada are buying Australian butter in London at £5-3-0 ($25.16) per 112 lbs., every effort is being made to increase the exports from Melbourne, and other ports. This business is being fostered by cheap storage freights, which have recently been reduced ¼d. (½ cent) per lb. from principal Australian ports to London. The freights hitherto ruling have been in the vicinity of ¾d. (1¼ cents) per lb., and the reduction means an extra profit to the producer. Choice Victorian butter is now selling in London at from 102s. to 104s. ($24.81 to $25.30) per 112 lbs., with a market likely to improve. If the cables are correct it will be interesting to know how much Australian butter is finding its way—owing to the shortage in local supplies—to eastern Canada and the United States. Small quantities have, from time to time, been shipped to Vancouver."

The cargo brought forward by the Canadian-Australian steamers from Vancouver, and delivered in Melbourne in January and February, included 7,435 cases salmon, 509 half barrels salt fish, 45 cases rubber goods, 62 bales rubber hose, 43 packages cottons, 6 cases flannelette, 8 cases shirtings, 7 cases iron chairs, 7 cases bicycle sundries, 9 cases corsets, 8 cases incubators, 9 cases implements, 5 cases fittings, 8 cases heaters, 32 cases paper, 2 cases silk goods, and 33 cases sundries. Vancouver shipments for South Australia, Western Australia and Tasmania are not included in the above list. Some large shipments of Canadian breakfast-foods, says Mr. Ross, are coming forward to Melbourne, Adelaide, and other Australian ports. The local agents have taken hold of this line with considerable energy, and an increasing trade is looked for.

AN ADVANCED SETTLEMENT SCHEME.

There is no doubt that the rapid settling up of Northern Ontario will be of vital importance to the future commercial position of old Ontario. Almost any thing in reason, therefore, is likely to be taken into favor that promises some ready means for the carrying out of that object. The Sault Ste. Marie Board of Trade fully recognizes the importance of the objects involved, and is ready to go or rather to recommend great lengths in order to attain them. It proposes that the Ontario and Dominion Governments should aid bona-fide settlers of British origin by granting them a loan of $1,000 each, to be advanced from time to time according as the clearing of lands proceeds, to be repaid, with interest at 5 per cent. per annum, within ten years. The great clay belt of Northern Ontario contains, we understand, over 16,000,000 acres of land, ten times as much as is under wheat in the whole Province now, and this great area, with the completion of the proposed new railways, will be rendered accessible to the general settler. Some plan to bring the land and the settler together will meet with ready sympathy, for it is becoming understood what an enormous deal depends upon the populating of Canada with the right sort of men and women.

—Two hundred and fourteen millions of dollars is a tolerable sum for Canada to have expended on railways and canals in the last thirty years. From a return laid before Parliament a week ago we learn that this aggregate has been spent since 1873, up to February, 1905, in the manner following: Building and equipping railways, $88,310,791; subsidizing railways, $59,287,995; constructing and equipping canals, $66,966,699. The total of these reaches $214,565,485. The following areas of land have been granted as subsidies for railway construction:—Ontario, 4,551,747 acres; Manitoba, 9,124,524 acres; North-West Territories, 13,970,076 acres; British Columbia, 12,923,007 acres. Total, 30,569,345 acres. And there is still some land to spare.