
The New Railway

A GOVERNMENT build a railway? "That is not the business of Governments," says the critic. A Government build a railway as successfully as a private company? "Joke! Joke!" says the critic. And yet, the Ontario Government had sufficient faith in New Ontario to create a commission with power to pierce that district with 110 miles of steel roadway. The work has been well done so far, any eye would so decide. It will be completed within the appointed time, so the resolute-faced chief engineer says, and he talks but little. The cost will be very low, the secretary of the commission declares, much lower than was anticipated by the public. It will be a connecting link between the Canadian Pacific at North Bay and the Grand Trunk Pacific at Abitibi, between the populous districts of Southern Ontario and the rapidly-developing clay belt in Northern Ontario. It may eventually reach James Bay—and it may prove that Governments can build railways cheaply and expeditiously without having recourse to the hideous bonus system.

JOHN A. COOPER, Canadian Magazine, Toronto.

The Business Aspect

NEW LISKEARD has apparently a large number of stores, and all claim to be doing a fair amount of business. Prices and profits are good, and, until the completion of the railroad from North Bay, and its extension later well into the clay belt, the town will be a base for an increasing quantity of supplies. By the time rival towns spring into healthy life, it should be established on a sound basis—a community large enough to be a source of strength unto itself. The principal thing to be feared in the interval is excessive speculation. It aspires to become a wholesale, as it now is a retail, distributing point, but railroad facilities will enable the big city houses to keep these aspirations within reasonable bonds. A second bank would be one of the most natural additions to its business arena during the next year.—W. H. KELLER, Uxbridge Journal.