

experience of all progressive countries. Progress, expansion and development have been won and secured in only one way the world over, and that is the way I have briefly indicated.

Commenting upon Mr. Harcourt's speech the Montreal Gazette says:—

This language might fittingly enough be employed by a federal Finance Minister in a review of expenditure upon Dominion public service during the past decade and a half. The reasons which Hon. Mr. Harcourt believes to amply justify the increasing cost of government in Ontario apply with equal pertinence to Dominion affairs, with this difference that in the larger sphere the demands for grants of money for purposes of public utility are ten-fold greater. Every section of territory opened up and developed in Northern and Western Ontario imposes new charges upon the Dominion Treasury in the establishment of post offices, the administration of justice, the collection of customs and excise revenue, the provision of public works, and so forth. The growth, expansion, development which the Ontario Government has found to require an ever-increasing measure of aid from the public chest that no progressive government and legislature dare refuse, impose like charges on the Dominion purse. And yet, while liberally meeting the demands for new and increased grants thus created, the federal Government has succeeded in administering public business more economically than the Liberal ministry at Toronto. Between 1888 and 1894, the Dominion expenditure rose from \$36,718,494 to \$37,585,025, or by 2.4 per cent., while in the same period the expenditure of Ontario increased from \$3,536,248 to \$3,839,338, or by 8.6 per cent., the ratio of increase having been nearly four times as rapid in provincial as in Dominion expenditure. In the case of civil government, the Ontario expenditure rose from \$200,685 in 1888 to \$240,474 in 1894, or by 20 per cent., whereas the charge for the same service at Ottawa has been augmented only 12 per cent. in the last six years. In every item of the ordinary expenditure of Ontario the tendency has been steadily upward, without exception, whereas in federal affairs many reductions have been made in the cost of government, and in no instance, when like services are contrasted, has the percentage of increase been so great as under the Liberal Government of Ontario.

DOES PROTECTION PROTECT?

No foreign vessels are permitted to participate in the coastwise traffic of the United States, that privilege being reserved to the shipping of that country. Thus no foreign vessel is allowed to carry freight or passengers between any two American ports, either on the Atlantic, Pacific or Gulf coasts, or on the Great Lakes. Under the law regulating such traffic what are undoubtedly the fastest and most elegant steamers in the world are found plying between American ports; and in no part of the world has the development of the shipbuilding industry shown such marvelous advancement as in the Great Lakes.

The Marine Review, alluding to the American lake trade, says:—

The books of the United States treasury department contain the names of 3,341 vessels, of 1,227,400.72 gross tons register in the lake trade. The number of steam ves-

sels of 1,000 gross tons and over that amount on the lake on June 30, 1894, was 359 and their aggregate gross tonnage 634,467.84; the number of vessels of this class owned in all other parts of the country on the same date was 316 and their tonnage 642,642.50, so that half of the best steamships in all the United States are owned on the lakes. The classification of the entire lake fleet on June 30, 1894, was as follows:—

Class.	Number.	Gross Tonnage.
Steam vessels	1,731	845,239.65
Sailing vessels	1,139	302,085.31
Canal boats	386	41,061.25
Barges	85	39,214.51
Total	3,341	1,227,400.72

The gross registered tonnage of vessels built on the lakes during the past five years, according to the reports of the United States commissioner of navigation, is as follows:—

Year ending June 30, 1890	Number.	Net Tonnage
" " 1891	218	108,515.00
" " 1892	204	111,856.45
" " 1893	169	45,168.98
" " 1894	175	99,271.24
" " 1894	106	41,984.61
Total	872	406,976.28

Speaking of the traffic through the St. Mary's Falls canal and the Suez canal, that journal says:—

The traffic of the great Suez canal is no longer to be compared with that of the St. Mary's Falls canal, which connects Lake Superior with other ports of the great lakes. Official reports of the traffic of the Suez in 1894 are at hand, and although they show an increase over the business of 1893, the net registered tonnage of vessels is more than 5,000,000 tons less than that of vessels passing the St. Mary's Falls canal during a navigation season of only 234 days in the same year. The figures are given in full at the head of this page. The number of vessels passing the St. Mary's Falls canal during 234 days of 1894 was 14,401 and their net registered tonnage 13,110,366, while the number of vessels for the full year passed through the Suez was 3,352 and the net registered tonnage only 8,039,105.

The official reports of canal officers in these two canals show the traffic through them for the years indicated to have been as follows:—

	St. Mary's Falls Canal.			Suez Canal.		
	1894.	1893.	1892.	1894.	1893.	1892.
No. vessel passages	14,401	12,008	12,580	3,352	3,341	3,100
Tonnage, net registered	13,110,366	9,819,754	10,647,203	8,039,105	7,659,068	7,712,001
Days of Navigation	234	219	223	363	355	261

FANCY VERSUS FACT.

That rival nations cripple their own energies in endeavoring to exclude Great Britain's competition is undoubtedly true, and while her industries are often upset and deranged by the efforts of other peoples to keep her out of their markets, many far-sighted Englishmen perceive many advantages to the great trading nation under present conditions. They feel that so long as other peoples find their ideal in restriction and high taxation Britain's premier position in the commercial world will be assured.—Toronto Globe.

This very optimistic, and is intended to induce Canadians to look with favor upon free trade as they have it in