

get control of the terminals on the Welland Canal." And then came the declaration, which will be welcomed all over Canada, "as far as in him lay, he would not allow it." Does this point to Government construction, ownership and control of elevators at these terminals? There is no doubt that a monopoly must be prevented, even if it involves all these three things. On another point Mr. Tarte permitted his enthusiasm free rein. Referring to the expenditure of four millions, already mentioned, he said "he believed the expenditure would return a million dollars annually." How, and to whom? Whether directly to the Government, or indirectly to private persons, he did not say, and he left no basis for conjecture. Here we are left entirely in the dark.

When a bill requiring the Government to give its reason for the dismissal of subordinates in the form of a certificate, was under discussion, the Premier, alluding to dismissals since he assumed office, said: "The dismissals had been almost altogether of men who did not devote their whole time to the service of the Government." When in the Canadian Parliament, Mr. Edward Blake, referring to men in that condition, mostly postmasters, held that the Government could not reasonably attempt to control their political conduct. That, however, was not quite the same thing as saying that they ought not to be dismissed for offensive partizanship. But he did contend that they ought to be permitted to be political partizans, if they liked, and there might be some difficulty in drawing the line between permissible partizanship and offensive partizanship. If men were all angels there would be none, but then not all men are angels, at least not quite.

A "Scottish Niagara," for producing water power means the turning of the waters of mountain fastnesses and several lakes, including Lake Erieh, into a connected mass, by means of canaling. The connected waters will reach the sea at Ballyhulich, on Loch Linnhe, near the Firth of Lorne, after sweeping over a precipice a thousand feet high. The cablegram which gives the information, says, this enterprise "will turn half the waters of North Perth from the Firth of Tay, on the east coast, to the Firth of Lorne." The engineer, Mr. McRae, who has had a Canadian experience, and studied the hydraulic engineering works, at Niagara, is the author of the scheme. A bill which is before Parliament to carry the project into effect is, as might be expected, meeting considerable opposition from interests and localities which its realization would adversely affect. Still, confidence is expressed that the promoters will triumph over all obstacles. If this scheme be ever successfully launched, it will give an immense impetus to the manufacturing industry, of Scotland.

THE BUDGET.

In the Budget speech we are notified that there will be no change in the tariff this session. Manitoba will continue to enjoy the use of free lumber, and though no reduction will be made in the coal oil duty, all restrictions on the mode of carrying it, beyond those necessary for safety, will be removed. If neither party interested receives complete satisfaction, the sting of the criticism of neither is likely to prove very hurtful. On the question of the tariff, Mr. Fielding made a remark which looks like an attempt to explain away what he said on a previous occasion about future progressive reductions in the tariff, though this may not be his intention. "Our Act" [the tariff] he said, "provided for a gradual reduction, the latest stage of which came into full operation a few months

ago." A reduction in the preference duties here referred to was made in two steps only. Mr. Fielding does not pretend that the tariff is perfect, but only that as it came into full operation no longer ago than a few months, a little rest is reasonable. This is very far from pretending that the tariff as it is should stand for a decade. He found in the unfinished negotiations with the American Government another reason for not touching the tariff at present. On the subject of Reciprocity, he said truly that "there never was a time when reciprocity was not desirable," and in his opinion, the soundness of which is unimpeachable, "there never will be a time, in the history of Canada, when it will not be desirable that reasonable trade relations should exist between the people of Canada and the people of the great Republic." Whatever feeling may exist in either country hostile to reciprocity, is the offspring of selfish private interests opposed to the common weal.

Mr. Fielding admits that his task, as Minister of Finance, is lightened by the fact that it is his good fortune to deal with an exceptionally prosperous period, which he had the grace to say is largely due to a good harvest. The consequent revival of trade had made the revenue for the year ending June 30th, 1898, greater than he ventured to hope for, being \$40,555,238.08, which was \$1,255,238.08 more than the estimate. And this occurred in spite of the fact that the decrease in the excise duties was \$1,298,816, owing to spirits being previously taken out of bond, in the expectation of increased duties. The expenditure out of the Consolidated Fund was \$38,823,525.70, which, like the income, was in excess of the estimate, but only slightly, \$482,765. The items in which there was an increase of expenditure, as compared with the previous year, included Sinking Fund, following increased debt, immigration, mounted police, public works, including railways and canals. Per contra, savings were effected in legislation, militia and the Postal Department. The explanation is, in part, that of the two sessions held in 1896-7 the cost of only one came into last year's account, and that militia drills were abridged. If the Post-Office Department may be judged by the increase of revenue, \$824,871, and the decrease of expenditure, \$214,066, making in the two items \$598,937 betterment, it is fast becoming a model Department. There are, however, some complaints of over-pressure on the staff, which it is to be feared are not altogether fables.

The Dominion, like Ontario, has a question about the surplus revenue. On the ordinary service of the year, the receipts were \$40,555,238, and the expenditure \$38,832,525, leaving a surplus of \$1,722,525. But there were besides, charges on capital account which aggregated \$4,156,696, and railway subsidies \$1,414,984. The net result of the financial transactions of the year was an increase of the public debt by \$2,417,802. Between the amounts expended out of the revenue and the amount expended out of revenue and loans combined, the question of surplus arises. The criticism used to be that there was no surplus, if the expenditure exceeded the revenue, the Finance Minister at the same time contending that the real surplus was to be found in the difference between the ordinary revenue and the ordinary expenditure, loans out of which public works were built being a thing apart. Now the venerable criticism, like a curse, has come home to roost. Mr. Fielding says, by way of anticipation, if anyone should object that "if the amount expended on capital account and railways were taken into consideration the surplus would be wiped out," his answer would be that "such had never been the method of estimating the public debt." The question is not of estimating the public debt; the debt is there to answer for itself; it is