

Dairy Farming  
and Cold Storage.

On one proposal of the Ministry the House of Commons was enthusiastically unanimous, and this unanimity and enthusiasm will be re-echoed throughout the whole country. This was the plan proposed by the Minister of Agriculture for encouraging the making of butter for export. The manufacture of cheese has in Canada been brought to such perfection that no special cost need be incurred by the Dominion to promote this great industry. It is far otherwise with the production of butter, which is, as regards deterioration from climatic and other physical conditions, much more perishable than cheese. Mr. Fisher's proposal is to aid to a moderate extent those proprietors of creameries who are willing to furnish cold storage facilities at their factories, to encourage railway companies to provide cold storage freight cars, to secure by some means the erection of cold storage warehouses, and to make a contract with such ocean steamship companies as may be found willing to equip their vessels with cold storage facilities for a period of five years. While the Minister was frankly explicit about his intentions, he was naturally unable to go into details either of work or of expenditure, but the House of Commons seemed willing to trust him, and probably this will be the feeling of the country at large. The question of manufacturing butter for the European market is just now the most important industrial problem before the people, and it is closely bound up with the projected fast Atlantic service. It may yet be found that the best policy is to aid existing steamship lines rather than to introduce a formidable competitor for a traffic that is barely large enough to go round.

Hudson Bay  
Navigation.

The Minister of Marine and Fisheries obtained from Parliament a grant of \$35,000 to cover preliminary expenses connected with the fitting up of an expedition to test the navigability of Hudson Bay and the Strait which is its entrance from the Atlantic Ocean. It is obvious to the most superficial observer that if Hudson Bay were as accessible as the Gulf of St. Lawrence, the grain trade of the North-West would inevitably pass by that route to Europe. Some years ago the Dominion Government sent out expeditions for three seasons in succession, at a cost of \$72,000 for the first, of \$30,000 for the second, and of \$10,000 for the third. The report of the commodore, Lieutenant Gordon, was adverse, but some of those who were with him maintain that he was too timid by temperament, and that his vessel was not suitable for the purpose. While the people of Canada, as a whole, are inclined to be sceptical about the commercial value of this route, it seems to be reasonable to try to set the controversy at rest. Certainly it is folly to vote public money in aid of a railway to Hudson Bay from any point in the North-West, until it is clearly and finally ascertained whether grain carried by rail to the sea can be profitably transported the rest of the way to Europe.

Mr. Laurier on  
the North-West.

In a published interview the Canadian Premier give utterance in a very emphatic way to his "deep conviction" that more population is what the North-West needs as a remedy for the evils which afflict it. There can be no doubt that Mr. Laurier is right in this announcement, and that he will be justified in basing on his "conviction" a vigorous immigration policy. If there are any obstacles in the way in the shape of inefficient administration they must be removed. The Canadian Pacific Railway Company may now be reasonably expected and required to locate and patent its lands so as to permit the twenty years' exemption from taxation to

begin to count. The Dominion of Canada, the Province of Manitoba, the North-West Territories and the various railway companies may usefully co-operate in a well-digested scheme to secure immigrants of the right sort from Great Britain and the United States, and, failing there, from those parts of Europe which are most likely to furnish an agricultural population. Attention cannot be too soon or too closely given to this matter. Such a scheme submitted to Parliament at its next session would, no doubt, be endorsed, and the requisite funds would be cheerfully and unanimously voted. If the matter is urged on expeditiously, the coming spring may see the first precursors of a great move of settlers whose presence in the North-West will eventually save Canada from the disasters that threaten her on account of her too premature opening up of too distant regions for settlement.

Campaign  
Impecuniosity.

A few days ago the report was started that the Democratic Election Committee, with headquarters in Chicago, was \$150,000 in debt. This was promptly denied, but the denial was accompanied by an admission from Senator Jones, Chairman of the Committee, that they had no more funds at their disposal. This admission looks ominous for Bryan. There is plenty of room, and urgent need, for a liberal outlay of funds in a Presidential contest even if it is strictly limited to legitimate expenses. Halls must be hired for meetings in all the States; campaign speakers must be paid; canvassers must be kept steadily at work; campaign literature must be prepared, printed and published; processions must be organized and equipped with devices; and a liberal supply of decorations, mottoes, banners, and other badges of party allegiance must be provided free of cost to those who are to use them. Almost a month of the campaign has yet to pass, and it may be taken for granted that the other side will redouble its efforts as the end approaches. It has all the money it needs, including enough to buy up votes in doubtful States.

The Venezuela  
Commission.

It is said to be President Cleveland's ambition and Lord Salisbury's desire to settle the Venezuela controversy amicably and soon. Mr. Cleveland suggested to Congress the appointment of a commission to inquire into the boundary dispute, and provision was immediately made for its expenses. The commissioners appointed have for some months past been exploring, personally or by proxy, the archives of Europe and the libraries of America. Both Venezuela and Great Britain, the former officially and the latter informally, have recognized the commission as affording a useful means of bringing their respective cases before each other, now that diplomatic relations between the two countries have been broken off. It is said, and probably with truth, that many new documents bearing directly or indirectly on the case have been brought to light, but no forecast has yet been made of the conclusion the commissioners are likely to arrive at. They are now beginning to hold meetings for the purpose of comparing notes previous to drawing up a report, and it is reasonably safe to predict that whatever opinion they arrive at neither of the two disputants will feel disposed to take the responsibility of rejecting it. The cordial friendship of the United States means much more just now to Great Britain than a few square miles of malarial swamp in South America, but it would be a good thing, all the same, for the civilized world, if the finding of the commission should put her in a position to exercise joint control over the navigation of the Orinoco.