

WE have pleasure in placing before our readers this week, in advance of publication, the concluding chapter of a work by Mr. Oliver Howland. Judged by this sample the work promises to do credit to Canadian authorship. Our readers will, we are sure, be glad of the foretaste thus given them of the forthcoming volume. Even those, and they will we dare say be many, who may fail to accept the author's opinions, or to admit the conclusiveness of his reasonings, will, nevertheless, be pleased with the nervous energy of his style, and the breadth of view which characterizes his outlook. Special interest attaches to the chapter now before us from the fact that it deals with a subject which is of living interest at the present moment. While we cannot but hope that the author, in the fervour of his patriotism, considerably overestimates the importance of the pending affair, we have read with special interest his analysis of the present temper of the French Republic. This temper, whatever its cause, certainly precludes all hope of the solution which would, in a calmer mood, present itself to France, as it does to the other parties concerned, as the only satisfactory one, viz., a revision of the Treaties, with a view to the removal of the "covenant" which is at the base of the trouble, on equitable terms of compensation. Just here, however, we venture to suggest that Mr. Howland has lost sight of one chief factor of the problem which he is discussing. We refer to the well-known fact that the continued occupation of Egypt by the British forces, in spite of France's remonstrances and protests, has probably more to do with the stubborn resolve of the French Government to insist upon its full pound of flesh, than any of the remoter causes which Mr. Howland has so graphically described. Nor can it be denied—even admitting that the best interests of both Egypt and England, and indeed of all Europe, France alone excepted, demand the continued presence of the latter in that distracted country—that the French have some reason for regarding Great Britain's course in indefinitely prolonging her occupation, as at least a serious straining of the spirit if not the letter of her promise. The knowledge of this fact—that, viz., of the relation of the Egyptian complication to French aggressiveness—has undoubtedly much to do with the obstreperousness of the Newfoundlanders themselves. To the dispassionate onlooker, with British sympathies, their conduct in the matter seems unpardonably selfish, and their apparent inability to understand and make allowance for the Mother Country's difficulties, utterly ungrateful and unfilial. As some one has expressed it, they seem ready to burn the Imperial House in order to roast their own chestnuts. But on the other hand, the Islanders no doubt regard themselves as being sacrificed to the ambitions or political exigencies of the Mother Country in regard to Egypt. It is far from improbable, we think, that the British Government will so far recognize the force of this contention as to counterbalance the French Government's bounty to French fishermen by a similar bounty to Newfoundland fishermen. There is little doubt that on some such basis a settlement of the difficulty will be reached with the colonists, while the arbitration will dispose of some of the points in dispute with France. Surely the stability of the Empire is too great to be seriously endangered by so small a matter.

NOT a little discussion, without as well as within the Province, has been caused by the Resolution of sympathy with Newfoundland, introduced by Premier Fielding and adopted by the Nova Scotia Legislature. We cannot admit the force of the argument that, as the matter of the refusal of bait to Canadian fishermen is one that comes constitutionally within the purview of the Dominion Government, the Nova Scotia Legislature went beyond its sphere in trying to bring its influence to bear upon Newfoundland. As a matter of fact it is probable that Nova Scotia has more influence with the Island, by reason of its closer business relations, than all the rest of the Dominion. It is also true that Nova Scotians suffer more than all other Canadians from the present spiteful course of the Island Government. This will appear from Mr. Fielding's statement that there are at the present time not less than 200 Nova Scotia vessels, containing 2,000 fishermen, awaiting a settlement of the bait question, and that the continuance of Newfoundland's policy of refusing bait to Canadians would mean absolute ruin to all those fishermen. At the same time the wisdom of the form in which the Nova Scotia Legislature, under Premier Fielding's lead, undertook to bring its influence to bear may be fairly open to question. They have too much the appear-

ance of an attempt to coax a petulant child into a better mood. Be that as it may, we cannot believe that Newfoundland will long persist in its present revengeful policy. Whatever cause its people may have, or think they have, to feel themselves aggrieved by the interference of the Dominion Government to prevent the ratification of their proposed treaty with the United States—a treaty whose benefits they are now discovering would have been extremely small—they should not forget that of which the *Empire* does well to remind them, viz., that in all past arrangements, such as the Washington Treaty, the fishery award, etc., the Dominion has treated the interests of Newfoundland as identical with its own. We are confident that the good sense and right feeling of the people of Newfoundland will not long permit the existence of the present state of affairs.

THIS is the season for official reports, and our thanks are due to the various Government departments at Ottawa for the blue books, and to those at Toronto for the brown books, which have been kindly sent us. These contain much valuable material for analysis and comment, but for the present we must content ourselves with culling a few facts of special interest.

The Report of the Postmaster-General always affords one of the best means of estimating the general progress of the country. The number of registered letters which passed through the mails in Canada during the year ending 30th June, 1890, is estimated at 3,280,000, as against 3,649,000 the preceding year. The falling off of 369,000 is of course due to the increase from 2c. to 5c. in the registration fee. If we add to this difference 100,000, which is about the average yearly increase, it will still be found that the change has resulted in an increase of about \$89,000 in the revenue from this source. To this sum must be added, to show the full effect of the change financially, the proceeds of an increase of 50,000 to 60,000 above the average of preceding years in the number of money orders issued. Another advantage derived from the special measures for securing safety in transmission which the increase enabled the Department to make is seen in a falling off of from 243 to 149 in the number of reported cases of abstraction of contents, or portions of contents, of letters. The gross postal revenue for the year was \$3,940,695.59, the total expenditure \$3,223,614.63. The excess of revenue over expenditure was thus \$717,080.96, about \$45,000 less than that of the preceding year. It is not expected, probably not desirable, that the receipts should balance expenditures in this department. Has not the time nearly come when the experiment of cheaper letter-postage should be tried?

The Report of the Minister of Agriculture consists largely of details respecting immigration and the operations of immigration agencies. In this there is, it must be confessed, a regrettable disproportion between the care and labour expended and the results. The total number of immigrants who arrived during 1890, including both those who were reported with settlers' goods by Custom Houses and those who were reported by agents as having stated their intention to settle in Canada, was 75,067, less than that of any preceding year, save 1886, within eight years. The total *per capita* cost of these was, not including customs, \$3.06; or, including customs, \$1.69. Unfortunately—for it would be desirable to know the exact facts—no reliable figures can be given or obtained concerning emigration. Some of the trade statistics of the year are more encouraging, e.g., the increase of more than \$1,200,000 in the value of cattle exported.

The Report of the Department of Indian Affairs is very voluminous. A few facts only can be now given. Many will be surprised to learn that "the Indians of the seven Provinces of the Dominion, and those of the District of Keewatin, may be described as being, as a rule, self-supporting." Notwithstanding the severe penalties which may be inflicted, the facility with which Indians can obtain spirituous liquors leads often to disastrous and deplorable results. Measures are being taken by the department to secure a better enforcement of the law in this particular. The number of Indian children of school age in the Dominion is given as 14,963. The daily average attendance at schools of all classes is only 3,833. Of this number only 836 are attending industrial schools. The Report says, "It would be highly desirable, if it were practicable, to obtain entire possession of all Indian children after they attain the age of seven or eight years, and

keep them at schools of the industrial type until they have had a thorough course of instruction, not only in the ordinary subjects taught in public schools, but in some useful and profitable trade, or in agriculture, as the aptitude of the pupil might indicate." We have often urged the desirability of providing school accommodation for all Indian, as is now supposed to be done for all white, children of school age, and making attendance compulsory. We are glad to see that the Department now recommends this course, so far as the Indians of all the older Provinces are concerned. That this much is feasible and most desirable can hardly be denied. Nor do we see why the same system might not be judiciously introduced in connection with the North-West reserves. Such a policy would settle the "Indian Question" in a generation. At the present rate of progress, encouraging as it is shown to be in many respects, it will hardly be settled in a century.

RAILWAY matters were foremost in the Manitoba Legislature during the Session which was brought to a close on the 18th inst. This is not surprising. It is the natural outcome of the circumstances of a new agricultural country, in which the first and indispensable condition of prosperity is access to the centres of population and to the world's markets. A good deal of unfavourable comment has been called forth by the action of the Legislature in promising a large bonus to the Winnipeg and Hudson Bay Railway Company, for a complete line, fully equipped and in operation. The amount so voted may seem large in proportion to the population of the Province and its ability to bear the heavy burdens already laid upon it, but we have no doubt that the prospect of the grand results which would follow the successful opening up of this new and short route to the British grain market is such as may well make the people of the Province willing to undergo a pretty heavy strain and to take some serious risks in order to test the feasibility of the scheme. Looking at the question from the point of view of the North-West settler, we cannot resist the conclusion that the action of the Legislature is wise. A reasonable expectation of great and lasting gains may sometimes warrant unusual efforts and large ventures of a legitimate kind. The measure adopted to secure the extension of the Canadian Pacific to the Souris coal fields can scarcely fail to bring excellent returns, not only to the sections of the country immediately affected but to the whole Province, in the reduced cost of fuel—a matter of very great importance in a prairie country. The chief matter of surprise in connection with the arrangement is the wonderful change it indicates in the attitude of the Government and Legislature, and the people they represent, towards this great monopoly. Probably the true interests of the railway itself, as seen by its sagacious managers, even more than any provisions that may have been made in the agreement, may afford sufficient guarantee against any injurious results from this considerable extension of its already great powers which the company has secured. At the same time it may be hoped in the interests of the settlers that the rumoured purchase by the Canadian Pacific of the competing lines of the Northern Pacific in the Province, which were secured with so much trouble, may prove incorrect. It is undesirable from every point of view that the powers of any corporation should be so extended as to give it virtual control of the destinies of a whole country.

MANY of our readers have no doubt followed with some interest the singular case which occupied for a time so large a place in the attention of the public as well as of the courts in England, and which was recently settled, at least for the present, by a judgment of the Court of Appeal—the case, viz., which arose out of the act of a Mr. Jackson in regaining possession of his wife by violence, and attempting to retain her in his home by force. Popular sympathy was, we believe, pretty evenly divided between the husband and the wife, and it is not unlikely that they may have shared, as often happens, about equally in the blameworthiness. All personal issues were, however, quite overshadowed by the far-reaching import of the principles involved in the judicial decision. The judgment pronounced by the Lord Chancellor and his colleagues has finally dispelled a notion which has been long and tenaciously held, seemingly by a large majority of the English people, touching the extent and absoluteness of the husband's legal power to control the wife's movements. The appeal was from the decision of the Divisional Court which, interpreting the law as it had been established by old-time precedents, had affirmed the right of the husband