

available to the best workmen in the States, are not receiving any response. The *Witness* is an out-and-out Free Trade organ, and in its editorials it says what it can on that side of the question and against Protection. But, as we have several times before had occasion to remark, our contemporary is honest enough to give in its own columns very full and fair accounts of the progress of manufacturing and of business generally under the system which it opposes. In making up last long ago a column of items respecting new enterprises for 1880, we found a great many such in the *Witness*, which were copied just as we found them. In other Free Trade journals, just going to pay special attention to the current business and commercial news of the day, were to do as fairly as the *Witness* does in the matter of publishing facts simply—facts of which in their respective localities they cannot be so well aware—the N.P. boom would be less the subject of debate than it is. Even extremists on the Free Trade side might be less profuse in their reproaches against the N.P. If the many new enterprises, and the large acreage of extension of old ones, which Protection is causing were given reasonable mention in the papers which their supporters mostly read. However, facts will tell after all, and not even the able efforts of some free trade journals not to see what is going on before their eyes will long suffice to keep the truth from their own readers.

THE QUESTION OF RAILWAY POWERS IN ENGLAND.

The question as to the rights and powers, and duties of railway companies and the public respectively is becoming a prominent one in the United States. So much is this the case, indeed, that by some it has been named as the great question of all which will tax the ability of President Garfield's Administration to grapple with it. Other questions there are which will come up, and keep coming up, but this one seems likely, so some very competent observers say, to wax and grow to the dimensions of a great national issue. Where the two rival political parties respectively will place themselves on it remains to be seen, but at present the Republican leaders appear to be tending towards the railway side, with this inevitable consequence, that the Democratic leaders will be driven to take the side of the public as against the railways, and fight it out on that line. In Canada we have had just enough of railway monopoly experience to impress upon us pretty forcibly the conviction that the thing has gone far enough, and that the present time would be a good time to stop it. Our sins past we cannot help, still, we may repent and firmly resolve that we will not do it any more. And, while we are struggling on towards clearer light on the subject of railway rights and duties, it may help us somewhat to look at what they are doing in the Old Country in such matters. The report of the British Railway Commissioners for 1880 has recently been laid before the Imperial Parliament, and what the *Times* says of results arrived at and progress made indicates a very decided advance in public opinion on the main question. It used to be the orthodox doctrine in high class philosophical British circles that railways should be regarded merely as private commercial enterprises, power of interference with them on the part of the State being next to nothing. But something which we may call the growth of circumstances is rapidly upsetting all this, and is showing that against the perpetration of now wrongs old rights must be asserted. Strange to remark, while popular rights in this respect are asserted, and that very effectively too in the Old Land, they are but feebly asserted in Canada, while in the States the railways seem to rule the nation. That the Old Country is ahead of us in this respect may be seen from the following, which is taken from the London *Times*' summary of the Commissioners report, and remarks thereupon:—

"The report of the Railway Commissioners of their proceedings under the Regulation of Railways Act, 1873, during the past year has been laid before Parliament. A perusal of it suggests that the description of it as a report of their proceedings is a misleading one, for it deals almost more with the proceedings of the High Court of Justice in relation to applications for prohibitions against the Railway Commissioners than with the doings of the Commissioners in their own court. It seems that in almost every case in which the Commissioners have been asked to exercise their jurisdiction under the Act of 1873—the act under which the tribunal was established—the railway company complained of has gone to the High Court of Justice and sought to deprive the Commissioners of the powers they proposed to exercise. Every turn of the Commissioners has been obstructed by applications for prohibition, and the record of these applications and their results occupies a considerable space in this their seventh report. The Commissioners seem to feel a little natural pride in the fact that in most cases factious applications have been decided in their favor and against the company trying to elip their judicial wings. They refer with satisfaction to the judgments of the Queen's Bench Division and the Court of Appeal in the case of the Denaby Main Colliery Company vs. the Manchester, Sheffield, and Lincolnshire Railway Company, and of the same Courts in the case of the Swansea Improvement and Tramways Company vs. the Swansea and Mumbles Railway Company, and they print the judgments of the various judges in one of the appendices to their report. They refer, too, with pardonable satisfaction to the difference of opinion in the Queen's Bench Division as to the Hastings case. Their report is dated the 13th of January; but had it been written a few days later the Commissioners would have had to record the judgment of the Court of Appeal in the same case which reversed the decision of the Queen's Bench Division, and to some extent, at least, assented to the Commissioners the jurisdiction they claimed to make railway companies provide adequate stations where they had inadequate ones. Another source of anal satisfaction must have been afforded by the decision of the Master of the Rolls in the case of the Great Western Railway Company vs. the Waterford and Limerick Railway Company and the Railway Commissioners, which we reported on Saturday last, and by which the

Commissioners' power to entertain an application to decide a difficulty which two railway companies had agreed to refer to arbitration in accordance with the provisions of the Railway Companies Arbitration Act, 1874, although one of the companies, party to the agreement, objected to have the difficulty adjudicated upon by that tribunal, was confirmed. But even this considerable obstacle does not exhaust the attempts which have been and are being made to regulate the railway companies in the duty of regulating the way in which they carry out their obligations. In a case where complaint is made that the Great Western Railway Company are charging passengers more than they are authorized to charge, and in the case of the Corporation of Huddersfield the Great Northern and Midland Railway Company are charged with carrying out a contract in which case the Commissioners seem to have put a very heavy construction upon the words of an agreement, and before these we gather from our law report that the Master of the Rolls decided in favor of the railway company.

What the *Times* says on the subject seems conclusive as to this matter, that in the Old Country public opinion and judicial authority together are asserting very vigorously the rights of the people as against railway corporations. Have we progressed as far on this side of the Atlantic, and if not, why not? Dare we venture to hope that as just, and as righteous, and as popular a law of the road will obtain in Canada and the States as does to-day in England? The question is a live and interesting one.

GOVERNMENT TELEGRAPHY.

In the year 1869 the British Government became possessors, by purchase, of the telegraphs of the country. During the ten years ending December, 1879, the number of offices had increased from 2,488 in the former year to 5,331 in 1880. In 1869 the number of messages was about 6,500,000, and in 1880 the number was 26,547,137. The number of miles of line in 1869 was 5,601, in 1880, 23,156. The great progress made since the Government became owners and controllers of the lines has produced such a favorable impression in the United States the question of the Government of that country taking similar action has been favorably received. In a recent report to Congress, the Postmaster General said:—

"During my visit to the British post office I examined with much interest the system of telegraphy for several years past connected with the postal service. This method of correspondence is thought to have made a great advance since it was changed from the management of private corporations, responsible to nobody, hardly to public opinion, and placed under the control of the Government. The business has increased many fold, the cost of sending messages has been largely reduced, and the service is performed in localities it would never have reached under the pecuniary stimulus of private enterprise. At the same time it yields a margin of profit to the royal treasury. Is it not time for us to renew the inquiry whether it is wise to leave this important instrument of correspondence in charge of corporations, whose primary object is gain to the managers and stockholders, and the convenience of the public secondary only?"

EMIGRATION MATTERS.

In the Liverpool *Echo* of the 22nd of February, we find the following under the heading, "The Church and Emigration":—

"At a meeting of the standing committee of the Society for the Propagation of the Gospel, the Bishop of Carlisle in the chair, this subject was discussed. The Rev. W. Paenckridge, vicar of St. Matthew's, City Road, London, and the Rev. J. Bridger, of St. Nicholas's, Liverpool, addressed the meeting, and it was resolved that a sub-committee should be formed to place before His Grace the Archbishop of Canterbury, who has evinced great interest in the matter, some particulars of this movement. The sub-committee comprises Sir Walter James, Hugh Diller, Esq., M.P., of Manchester, and other well known laymen. The clerical members are well known London clergymen. It is surely time that in such a practically philanthropic movement as this the church should lead the way."

The Rev. Mr. Bairova brought a party of immigrants to Canada last spring, settling them in the Province of Manitoba. We understand Mr. Bairova will sail from Liverpool on the 23rd of the present month with another party destined to Winnipeg. In the same paper we read the following statement taken from the letter of a London correspondent:—

"In the matter of emigration from Ireland I have reason to believe that Queensland is likely to enter into friendly competition with Canada. The Queenslanders contemplate laying down a thousand miles of railway through a country which, for the most part, is not yet in any way opened up to civilization, although it is exceedingly fertile and well watered. I also hear that the Queensland Government will be prepared to convey emigrants to this territory for the same amount which it would cost to take them to the Province of Manitoba. I may add that the Premier of Queensland has just arrived in London. Before long the subject of emigration will assume an importance which has not yet attached to it for many years."

In the Belfast (Ireland) *News-Letter* of a recent date we read:—

"It is very well known that we are not advocates of emigration; but, if our people must leave this country, our advice is that they should go to some of the British Colonies, the nearest and, perhaps, the best of which, all things considered, is the Dominion of Canada. The resources of that great country are well set forth in a pamphlet just issued, containing the second series of the reports of farmers from England, Ireland and Scotland, who were there in the summer and autumn of last year. Some of these gentlemen were sent out as delegates by the farmers in their districts, while others, from their positions in the agricultural world, are well qualified to write and speak on the important subject. Their observations were made without prejudice, and apply to every part of the colony. They tell us all that is necessary about the climate, which has its advantages and disadvantages; about the soil, which is generally rich and productive; about the prospects of profit, the colony being so convenient to the British markets; and about the shortness and pleasantness of the voyage in the well appointed ships of Messrs. Allan Brothers. There is not the least doubt that tenant farmers, who have sufficient capital to enable them to settle on farms, may go with the certain hope of being better off than they could ever be on a few acres in Ireland; and laborers may expect profitable employment, either on farms, or on the public works, such as the Canadian Pacific Railway, to which our correspondent has been calling attention in his recent communications. The classes who should not emigrate are females above the

age of 16, clerks, shopmen and persons having no particular trade or calling, and unaccustomed to manual labor. With respect to farmers, they can obtain in Manitoba and the North-West Territories, 100 acres free, and 100 acres at a nominal price, or 100 acres on easy conditions. In years past, Manitoba and the North-West Territories were absolutely unknown lands; now there is one city in the North-West, Winnipeg, containing 100,000 inhabitants, besides many smaller towns. No doubt the fertile lands, and the long winters in Manitoba, but the latter is a part that is very dry, and which is not unproductive, and there is time enough during the season to do a great deal of work. To those who cannot do so, the rich lands of the West, there are many tracts of land for sale at 100 acres for \$100, or 200 acres for \$200, or 400 acres for \$400. These farms may be used as a stock farm, or a small farm, and on them the best farms and suitable buildings have been erected. In the same localities there are farms to be had at three dollars to five dollars an acre, or they can be had by the tenant on the rent in kind by a fixed north-west the produce. They speak for themselves, and intending emigrants will do well to read them, that they may judge whether it would be to their advantage to go to the Dominion or to remain at home. We should very much prefer the latter, if our friends can get along even fairly well, but if they cannot, their rents are excessive and their farms small, so that change is necessary, then let the change be to Canada or some other British Colony, where the emigrants will still be our fellow subjects, citizens of the great and free British Empire."

Competition in the matter of securing immigrants is likely to be brisker than it has been in the past, and therefore it is necessary that the interests of Canada should be energetically promoted. In the hands of the present Minister of Agriculture, who has already done so much in the direction of calling attention to the advantages of our vast possessions in the North-West, the matter is in safe keeping. The action of the Government will be substantially enhanced by the action to be taken by the syndicate recently formed for the completion of the Canadian Pacific Railway.

EDITORIAL COMMENTS.

It is probable the present session of the Parliament of Canada will conclude by the end of next week—at the latest the week following.

It is announced that the Telegraph Department of the British Post Office is paying a fair rate of interest on the capital—£10,539,557—sunk in the business. The balance of profit earned last year was equal to a dividend of 3.36 per cent. on the total amount expended.

The Civil Service Commission appointed after the last session of the Dominion Parliament has reported the doing away with political appointments and the introduction of the English open competitive system are recommended. Dr. TACHÉ, one of the Commissioners, will make a minority report.

In another column will be found a letter, addressed to the *Montreal Gazette*, by Mr. Alexander McGillibon, in reply to the remarks of Mr. Gunn, M.P., in the House of Commons, on the sugar question. There are people in the country who know something about sugar as well as the member for Kingston.

SIR CHARLES TAPPEN, Minister of Railways, who has been confined to his home through a severe illness for several weeks past, left for England via Halifax on Wednesday. During his absence the business of the Department of Railways and Canals will be conducted by the Hon. J. H. PORG, Minister of Agriculture.

The *Insurance World*, published at Pittsburg, Pa., says—American life insurance companies are way ahead of their English brethren. The largest new business done there was less than nine millions of new insurance. This was exceeded by a number of American companies, and one company wrote over thirty-five millions of new insurance.

A few days ago Mr. Brodsky introduced in the New York State Assembly, a bill to regulate the price of gas. It provides that in towns of 100,000 inhabitants the price shall be \$2 per 1,000 feet. In towns of less than 100,000 and more than 75,000, \$2 25 per 1,000 feet can be charged, less than 75,000 and more than 50,000 inhabitants, \$2.50, and in towns of less than 50,000 and more than 25,000, \$2 75.

Under the heading stocks and shares, in the St. James' Gazette of February 26th the following quotations are given:—

British Columbia 6 p. July, 1887	115	115
Do do April, 1891	112	111
Canadian Gov. 5 percent, 1879-81	102	105
Do do 4 p. 1880-81	104	105
Do do 4 p. 1884-85	113	115
Do do 4 p. 1884-85	108	104
Do 1891-5-6-8, Inscribed Stock	103	104

The *American Protectionist* says for the year ending March 1, 1881, the production of cotton was 6,761,252 bales against 6,073,631 in 1880; of wool, 204,000,000 pounds against 232,500,000 in 1880; of wheat, 480,849,725 bushels against 448,756,030 in 1880; of corn, 1,537,535,000 against 1,547,901,790 in 1880; of pig iron, 3,300,000 tons against 2,741,853 in 1880, 2,301,215 tons in 1879, and 2,006,294 in 1878; of coal, 69,200,934 tons against 65,808,398 in 1880, and 52,130,584 in 1879.

The *New York Tribune* says:—"The Canadian Finance Minister has been able to meet Parliament this year with a satisfactory account of his stewardship. Instead of crippling trade and industry the

protective policy assures a surplus of \$12,000,000 was changed into a favorable balance of \$1,000,000. In other words, Canada is more and importing less merchandise, the result being largely from the growth of the

The Halifax *Witness* of the 2nd inst. gives a column description of the sugar trade established at that city. Its cost is estimated at \$1,000,000, and cost \$1,000,000, yielding to the people. The value of the sugar is \$2,000,000, of which was \$1,000,000. The capacity of the mill is 100,000 barrels per day, there being 250,000 tons. From 150 to 160 men will be required. Thus, the *Witness* points out, represents a of between 500 and 600 people. What is working that the horrible National

As American contemporary points out on the industries of Dundee a correspondent in your issue of the 1st inst. describes Dundee in terms, you draw attention to the Dundee Trade and Port of Dundee as being the most that is a mistake. To that we named Dundee, Dundee, or Bellville. The brands of Dundee Forest and Queen, Ficu Cutto, Dundee Jewell, and two special brands made by Wood & Leggat, of Hamilton. Red Cross Every axe passes inspection and is headed by D. E. T. Co. The seconds are neither nor labelled."

As American contemporary points out on the census report concerning the manufacturing that country shows that there are 384 establishments in which \$18,899,500 capital is invested, the \$22,371,300 worth of raw material worked up, and \$34,410,403 worth of finished goods. These factories give employment to 100,000 people, to whom \$9,102,845 are paid in wages. New Jersey is the most largely industrial branch of manufactures, having 100,000 during \$12,851,045 worth of goods, and 13,932 hands. Fifteen Northern States are greater or less extent, engaged in the silk rearing industry, but no Southern State. The is making rapid strides in Canada.

MR. BLAKE, M.P. for the County of Waterford, published a letter recently in the *Irish Times* deprecating emigration to Manitoba and North West Territories, as the result of his own observation. Mr. Blake's views do not conform to those of the tenant farmers' delegates who visited the country. The *Irish Times* in length to Mr. Blake's strictures, and concluding saying:—

"There are some thousands, nay, hundreds of thousands of men who emigrated to Canada doing all that is in their power to improve their condition. It is no reason why Irishmen should do so as well as better than those of any other nationality. Doubtless true that emigrants going to Manitoba will have to do but they will have to do this wherever they go, in the case of Manitoba and Canada generally. It should be remembered that they have a grand chance of becoming independent and making a comfortable home for themselves and their families. A farmer he had free land, free education is good, and if Irish farmers contemplate emigrating we say by all means give Manitoba and the North West Territory a trial. In giving this advice we have no self to serve but the good of our fellow countrymen, and we are confident that on further consideration Mr. Blake will see that we are right."

LAKE SUPERIOR MINERAL RESOURCES.

The *Thunder Bay Sentinel* thinks the newspapers of the country do not give enough attention to the mineral resources of that section. It points out that we can do much to benefit that part of Canada in doing so, it remarks, journals will in no way detract from their own locality. Our contemporary concludes: "There are many points in connection with mining in this district that are superior to almost any other, but the most desirable is the 'clear title' to properties already in the hands of the people, and the chances of procuring much valuable land direct from the Government. These points should commend it to capitalists, and we look to our brethren of the press in Canada to make them prominent. We appeal to our Canadian brethren more particularly, because we would like to see Canada taking a more active part in opening up the resources of the district. Not that we have any dislike to the activity of our American friends in purchasing property, per contra we are thankful to them for all that is at present being done here. But it is certainly not very desirable for Canada to be the pockets of her neighbors with the wealth that herself has the power to extract, but which is going to her for want of foresight, or perhaps through the difference to the situation."

—The new Allan line steamer *Parian*, built by the burthen, will be dispatched from Boston on March 31st, leaving Halifax on the 2nd of April for Liverpool carrying the Canadian mails and calling at Montreal. The *Parian*, with its saloon amidship, has all the latest improvements that engineering skill can devise, and practical experience suggest. The cabin tickets, and every information, can be had by applying to E. King, Allan Line, Ottawa.

—Under the heading "Hopeful," we read in the *Catharines Daily News*, a staunch Reform—free trade journal. "One of the hopeful outlooks for our country just now lies in the fact that some of our citizens, who eighteen months ago could not have been induced at a moment to entertain a proposition looking toward an investment in any manufacturing enterprise, are now stirring up some little agitation in that direction. Whether any of the specialties talked of will ever be adopted, we cannot say; but at all events, that they are talked of, is a hopeful sign. Nothing is so ruinous to the well-being of a city as the apathy of its inhabitants, and we hope that there is now an enduring tendency on the part of our people. In an opposite direction, whatever the cause of the dullness may have been." If the N.P. were not in existence such paragraphs could not be read in Canadian journals.