

ing. It was, however, distinctly provided that those regulations must be formally adopted, both by the British Parliament and the American Congress, before they could have the force of law. If they were operative the moment the award of the arbitrators was published, of what use was it for Parliament to waste its time in their adoption? Moreover, there were so many assurances—most of them unofficially given by members of the Government—that the interests of the sealers would be safeguarded, that there was every reason to believe that nothing would be done without sufficient announcement that Great Britain was about to adopt a new policy, and, at the demand of the Americans, constitute them and herself masters of the high seas in a manner never heard or dreamed of before. And now, as we have said, at the last moment the British authorities, on whose part it was announced in a more than semi-authoritative manner that the rights of the sealers should be safeguarded, have, on the very stroke of the twelfth hour, undertaken to warn the sealers that their formerly legitimate enterprise has just been declared by law to be illegal, and that if the sealers who went out in good faith continue to pursue the business, their vessels will be seized and confiscated. This may be British law but where is its justice? How can it be possible to warn all the sealers? British vacillation is responsible for all this, and yet it is announced that the Roseberry Government have determined to carry out a much more British policy—both home and foreign—than was that of the Gladstonians. In the particular to which we refer, theirs is an American not a British policy, and it has been a looking to Washington instead of at home and to the loyal people of Canada.

COLONIAL CONFERENCE.

Latest intelligence from Ottawa and from London, England, gives every reason to expect that the intercolonial conference which is to be held in Ottawa in July next will not only be well attended but is likely to be far reaching in its results. Queensland, South Australia, Victoria and New Zealand have positively announced their intention to send delegates, but it does not appear that anything final has been heard from New South Wales or Tasmania. There can be no question as to the former of these colonies being represented; so far it is the colony most closely connected with us of the entire Australasian group; and, judging from the satisfactory character of the relations so far interchanged, it is not likely to do anything or neglect to do anything with the possible result of imperilling the connection which has already been established. Trade relations and the Pacific cable will no doubt be most prominent among the topics discussed, and in connection with both of them the Dominion and Imperial delegates will be able to throw some light on that most important of subjects—Australasian federation. In the Dominion, we have experienced the benefits arising from the confederation of six separate and distinct British colonies and the addition to them of territories that were practically of neither political nor commercial importance. Figures that

are really astounding have been and can again be adduced to show how much we have grown commercially during the last twenty-six years.

The nondescript colonial condition by no means tends to advancement, while isolation is just as bad. Moreover, we experienced, as our Antipodean brothers have done, the mischievous results of antagonistic tariffs, and until some mutual understanding on the tariff question be arrived at, it is idle to expect that any very material enlargement of trade among themselves can be looked forward to, much less anything approaching the extended volume of trade which the Canadian-Australasian steamship line was designed to promote. We, in Canada, have experienced some increase in the value both of our exports to and imports from Australia; but nothing has as yet been realized in any way approaching what may be anticipated as the full fruition of Australasian federation, the direct steamship line and the getting into operation of that great desideratum, the Pacific cable. We must confess that we are sanguine as to the results of the conference; but it must be gone about in the same patriotic spirit that characterized the fathers of the Canadian confederation, who "laughed at impossibilities" and insisted that the Union should at least be given a trial. Twenty-six years of experience have justified the action taken by the Imperial Parliament and by the Legislatures of the different colonies, and though we do not expect to realize for a long time to come anything approaching what the Imperial Federationists anticipate, this stretching out of hands across the sea—first by the steamship service and next by the instrumentality that has been described as "swifter than wings"—will be of the utmost benefit to all who are in any way interested.

EDITORIAL COMMENT.

It will be a matter of interest to many people to know that direct parcel post between Canada and Australia will commence on July 1, the rate to New South Wales being thirty cents per pound. With the other colonies the rate will be a trifle higher, and it is expected that before long a similar service will be established with Hawaii and Fiji.

It is announced on the authority of Bradstreet's—and that authority is generally accepted as good—that the general business situation throughout the United States is less favorable, as is shown by reports from more than fifty important distributing centres. A specially depressing influence is the strike of 147,000 bituminous coal and coke operatives in twelve states. It is added that the labor disturbances have also checked activity in the stock market, the delays in reaching a conclusion on the new tariff bill having also had a depressing effect.

It is announced that while some of the salmon canneries are not to be operated this year, others have been undergoing improvement and extension. D. J. Munn & Co. having leased their Bon Accord works for the business of sturgeon curing

for the Eastern market their Sea Island establishment has had its capacity doubled so that it is now the largest in the Province. Other concerns on the Fraser have received improvements and additions and a new cannery at Garry Point is expected to be ready for the Sockeye season. On the other hand, several establishments at the North will not be run, though, upon the whole, it is expected that there will be a great amount of activity in the business of salmon canning.

THERE are not a few people who are building tolerably high anticipations upon the early carrying out of the Nicaragua Canal, which they say will cause British Columbia and the Pacific Coast country to become the main source of supply of lumber, wood pulp, etc., for European markets. It now takes four, five and six months for vessels to reach Great Britain by way of the Horn, while by the Nicaragua Canal the passage can be made by sail without transshipment in about sixty days, Steamships completing the voyage in from twenty to thirty. Besides, Canadian Pacific railway people are reported to have said that they will be able, in conjunction with steamers on the Nicaragua Canal route, and their branch lines into the British Columbia mining country, to ship ores to Swansea as cheaply as to San Francisco.

It is worthy of note that the Ontario hotelkeepers have recently put the boycott on the wholesale house of Sampson, Kennedy & Co., of Toronto. Mr. Kennedy, of this firm, is mayor of the city of Toronto, and as such was recently invited to extend a welcome to the delegates of 47 associations in the Province who held a convention in the Queen City. This Mr. Kennedy refused to do, and the result has been that in every town where there is an association, the hotelkeepers have gone to the retail merchants and informed them that if they bought their goods from Sampson, Kennedy & Co., they would withdraw their trade. Moreover, the travellers of the firm have been refused hotel accommodation in a great many towns upon the plea that every room in the house had been taken. It is said, investigation proved that such was not the case.

THE Vancouver city authorities are, as we think, treating the members of their fire brigade in a manner that is not calculated to secure its efficiency. The other day, a contract was submitted to the firemen for signature resigning all claim to damages from accidents which may occur while they are on active duty. Naturally, the men refused to consent, and, though they have not resigned their offices, there can hardly exist the same amount of mutual confidence that formerly prevailed. Why do not the municipal authorities of the Terminal City insure the lives of their firemen? This policy is pursued in many places, and the burden has not, that we are aware of, been found to be so very heavy. The pursuance of such a course would, we are sure, tend to increase the confidence of the men in themselves and of the citizens in the efficiency of the fire department.