

## How Canada is Governed.

Extract from The Week, Toronto, July 12th, 1895.

We commend to the careful study of our readers Dr. Bourinot's new book on "How Canada is Governed," just published in most excellent style by the Copp, Clark Co., Ltd., of Toronto. It presents the most succinct and popular review of Canadian institutions that has yet been attempted by any writer. As he tells us in his preface, he has kept steadily in view the requirements of that great mass of people, old and young, men and women, who have few opportunities of obtaining special knowledge of institutions of government. He has avoided all technical language wherever it is possible, and in every way has explained such words and phrases which, although in general use, are not always understood by those on whose lips they are most frequent. He has borne in mind the fact that a Canadian is not merely a citizen of Canada, and as such has duties and obligations to discharge within the Dominion and province, but that he is also a citizen of the greatest and noblest empire that the world has ever seen. Consequently one of the most important parts of this book is devoted to a brief account of the onerous functions of the Sovereign, who, through her national councils, executive and legislative, administers the affairs of Great Britain and Ireland, and of her many colonies and dependencies. The third part describes the nature and methods of the general government of the Dominion. The fourth part deals with the powers of the several provincial authorities that compose the federal union, and with the organization and procedure of the courts of law; the fifth part outlines the working of the municipal system, in which all classes of citizens should be deeply interested; the sixth part indicates the manner in which our public schools are administered by the government and people in every province, the seventh part briefly explains the mode in which the territorial districts of the northwest are governed before they have reached the dignity of provinces in the full possession of responsible government. The appendix contains the text of the constitution or British North America Act of 1867, and amending acts in full. The illustrations of legislative, school, and municipal buildings, and of the seals, flags and arms of the Dominion are most interesting and admirably done. It is a book which ought to be in the hands of every Canadian, young and old; and we specially recommend the study of the last chapter in which Dr. Bourinot impresses on his readers that good and safe government means active interest on the part of all classes of citizens, and not least on the part of those whose intelligence, education and standing give them special right to be leaders in creating a sound public opinion in their respective communities. The closing words of the chapter are deserving of the thoughtful attention of all citizens at this period of the moulding of our institutions:

"No system of government or of laws can of itself make a people virtuous and happy unless their rulers recognize in the fullest sense their obligations to the state and exercise their powers with prudence and unselfishness, and endeavor to elicit public opinion. A constitution may be as perfect as human agencies can make it and yet be relatively worthless, while the large responsibilities and powers entrusted to the governing body—responsibilities and powers not set forth in Acts of Parliament—are forgotten in view of party triumph, personal ambition, or pecuniary gain. 'The laws' says Burke 'reach but a very little way. Constitute government how you please, infinitely the greater part of it must depend upon the exercise of powers which are left at large to the prudence and uprightness of the ministers of state. Even all the use and potency of the law depend

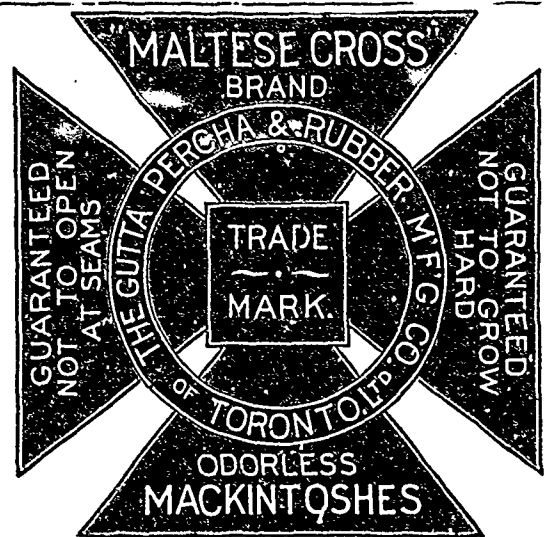
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upon them. Without them your commonwealth is no better than a scheme upon paper, and not a living, active, effective organization."

## Freight Rates and Traffic Matters.

The Montreal Trade Bulletin, of August 3, says: "Grain freights are firm at 1s for Liverpool, 1s 3d for Bristol, and 1s 1 1/2d for Glasgow. For Bristol 1s to 1 1/2d was bid and refused. The lowest rates this season were 8d to 4 1/2d, but it is to be hoped we will not see them again, as they are ruinously low for ship owners. In cheese there have been engagements to Liverpool at 10s to London at 20s, to Glasgow at 25s, and to Bristol at 20s. Provisions 8s to Liverpool and 15s to London and Glasgow. Cattle 12s 6d to 15s. Regarding inland freights, the rate from Duluth to Montreal is quoted at 5 1/2c on wheat, and from Chicago to Montreal engagements of corn have been concluded on the basis of 2 1/2c from Chicago to Kingston and 2 1/2c from Kingston to Montreal. Wheat has been taken from Duluth to Kingston at 8c and from Kingston to Montreal 2 1/2c.

The Chicago Trade Bulletin of August 5 says: Eastbound rates last week were unusually well maintained. Rates are 20c per 100 lbs on flour and grain and 80c for provisions. Through rates to Liverpool were easier at 19 to 21 1/2c per 100 lbs on flour, and 34 to 37 1/2c on provisions, and 9 to 9 1/2c per bushel for wheat and 8c for corn. Rates to Antwerp about 1c over Liverpool. Lake and rail rates to New York are 15c per 100 lbs on flour and 5 1/2c per bushel on corn and 5c on oats. The New England rates were steady at 8 1/2c on corn and 5 1/2c on oats. The demand for vessels was fair and rates to Buffalo firmer at 1 1/2c for corn and 1c for oats to Buffalo. The Port Huron rate was 1c and Kingston 2 1/2c on corn.

The Supreme Court of Forrester has decided to increase the rate of assessment upon members between the ages of 40 and 49.

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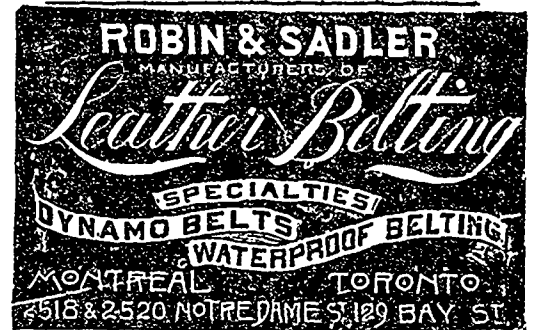
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