

enough carping, by evincing a serious devotion to the interests of all sections of the Dominion, the present session, in which the legislation outlined is far from overwhelming, will afford them an excellent opportunity. The older great Provinces of Quebec and Ontario need their attention but little; but those nearer the extremities, notably Manitoba and Nova Scotia, need it much.

That these Provinces are at present under the rule of Liberal Governments, should not make one iota of difference in the impartiality of their treatment and the furtherance of their prosperity by the Federal Government, to whom the interests of the parts should be the first factor in the interests of the whole.

There can be no doubt that Manitoba has had the benefit of her magnificent crops of last year seriously impaired by the inadequacy of railway facilities. To the C. P. R. and its wonderful enterprise, it should be remembered that Manitoba owes the facilities (unparalleled for a new country) which it now enjoys, and the right of the company to the monopoly which is an integral part and a main feature of its charter, cannot be fairly or legally gainsaid. Less than a year ago, agitation against it bore an aspect of ungraciousness, but it must now be admitted that the welfare of a whole Province demands that it be set free to enlarge its communications. We do not think the construction of such new lines as the Manitobans desire would seriously affect the C. P. R. That syndicate, we think, could afford to be generous, and, between them and the Dominion Government lies, it would seem, the duty of an arrangement which would satisfy the Province without entailing further expenditure on the country.

Nova Scotia has had her Railway necessities discreditably disregarded, and it is in this direction that she ought to look for liberal assistance. That it is the duty of the Dominion Government to take the railway question into their immediate and cordial consideration is, we think, undeniable. The Province, as we have before asserted, is too poor to be charged with railway construction, all her somewhat scanty revenue being required in other ways.

But to return to our straws. When Sir Richard Cartwright can find little to say, except that he thanked the Premier from admitting that "the people of Canada had a right to ruin themselves, as it was about the only right they had left," and "showed" that the exodus was greater now than under Mr. Mackenzie, one sincerely regrets to see a leading statesman reduced to the merest platitudes, and to repetitions of a worn-out grievance, the truth of which is more than doubtful.

We take this from an organ of the Liberal party. One of the Conservative side reports Mr. Fielding as saying in the Provincial Legislature, at its opening:—"He (Mr. F.) could not tell whether or not the people of Nova Scotia desired repeal. In 1886 it looked as if they did; in 1887, it looked as if they did not. In his opinion, the result of the election of 1886 would not have been materially different had the repeal issue never been raised. The Government were, however, free to take up Repeal again whenever they saw a chance." It goes without saying that a partizan report puts the thing in a terse way, and in the strongest light. The report of the Liberal organ, however, shows that the condensed paraphrase only conveys a fair interpretation.

These are the straws.

MARITIME INTERESTS.

The Canadian Club, of New York, has published a series of essays, entitled *Canadian Leaves*, read before it last year by writers of eminence, on subjects of high import to the Dominion. First in place, and perhaps first in weight (by which we are far from meaning that it is heavy) is "The Future of the Dominion," by Edmund Collins. After exposing the futility of the Secession idea, of which Mr. Collins takes the accurate measure, he turns to "Maritime Union" in terms strongly confirmatory of our recently expressed views on that subject.

"To superintend," he says, "about a million and a-half of public business, they have three petting kings, three houses of Commons, three houses of Lords, while the Judges and Chief Justices are in number as the stars of the heavens."

"To sum up the matter, one capable business man, without governor or cabinet . . . could effectually transact the whole affairs of the three Provinces by the sea. . . . They ought, therefore, and must rid themselves by fully one-half of their present expensive administration. This can be done by a Maritime Union, which would give for the three Provinces one Lieutenant-Governor, one Legislature, and but one Army of Official Dependents, instead of three."

An outsider, indeed, hears much talk of retrenchment, but not a word of Maritime Union, because that "would be the death of fully one-third of the professional politicians" who bleed and mislead the country to their private advantage; and, as Mr. Collins remarks, "politics are in Canada what they are in the United States, one of the lowest of all the games that offer success to ability devoid of honor." On the politicians, however, the facile populace is content to squander a very considerable portion of its substance.

We wonder if it ever strikes the many-headed who are so easily led by their multifarious nose, that a modest portion of the sums expended in superfluous officials, who are a shameful tax on the industry of the country, might be turned to its profit in the shape of one or two efficient Emigration Agents maintained in Great Britain.

While the N. W. is advertised in Great Britain with consummate efficiency and large results by the able agents of the C. P. R., while the pick of the immigration to Canada passes through to the West by their means, Nova Scotia, languid and supine, lifts never a finger to augment her population from, or set forth her advantages in, the old country. So Scandinavian,

Highland Crofter, and many another eligible settler, passes on to the West, while, especially to the shrewd and energetic Scotchman, Nova Scotia presents a field as desirable, on the whole, as any part of the broad Dominion.

Nor is the Provincial Government alone chargeable with this neglect. It must be to some extent shared with that of the Dominion. It is of course the duty of the Dominion Government to do what in it lies for the advancement and population of the country at large; and though it ought, when occasion serves, to aid any endeavor of each and all of the Provinces in the same direction, it is the more especial duty of each Province to look after itself; and, in the matter of encouraging the accession of desirable classes of immigrants from the old countries, it should be borne in mind that increase of population means increase of wealth and lightening of the tax per head, a fact either not sufficiently borne in mind, or wilfully-kept in the back ground by the pessimists whose delight it is to exaggerate and din into the public ear *ad nauseam* the intolerable burden of Canadian taxation.

OUR WINTER PORT.

We regret to learn that, according to a fair estimate, there now lies at this port, some ten or twelve thousand tons of freight for Montreal and the West, awaiting shipment, the carrying facilities of the Intercolonial being insufficient to move it forward to its destination.

This state of affairs justifies the public—the mercantile part of the public in particular—in raising a protest against the manner in which the above Railway is being managed; and we venture to say, that in no section of the Dominion will the majority of the people endorse a Railway policy which may be described as an unwise and parsimonious endeavor to make the line pay expenses.

It is stated, in explanation of the accumulation, that it is entirely owing to the recent disagreement between the Allan Steamship Company and the Grand Trunk Railway, which has temporarily thrown an unusual amount of freight on the Halifax route; but this explanation is only in part correct, for, as a matter of fact, notwithstanding the meagre facilities of handling inward cargoes here, and the great difficulty of diverting traffic from old channels, the inward trade *via* Halifax has been rapidly developing, so that, last winter, owing to shortage of rolling stock, the capacity of the sheds at the Deep Water Terminal and Richmond was over-taxed, and temporary storage had to be obtained, as at present, at the sheds of the Halifax Sugar Refinery in Dartmouth.

If trade through our Winter Port is to be developed, it can never be done by a tardy and reluctant expenditure for necessary rolling stock. Consignees will not wait for goods until cars are built to carry them; and in this age of keen competition, freight will not force itself upon us. It must be encouraged; and, instead of waiting until compelled by circumstances to make, from time to time, a meagre and partial provision for it, the Government should act with promptness and liberality.

Concerning outward freight, it has been repeatedly stated, by those who are skeptical on the Winter Port question, that after Montreal is reached, neither the Government nor the Canada Pacific Railway Company care what becomes of the freight, and that all the benefits which we are supposed to obtain from our connection with the great National Line, are thus neutralized. This we do not for one moment believe; but we do state emphatically, that, under the present management of the Intercolonial Railway—no matter what excuses may be brought forward—Halifax is not getting fair play. In our issue of the 17th ult., we quoted as follows from the *Montreal Trade Bulletin*:—"Either the people of Halifax or the Intercolonial Railway, or both, have again got our Winter Port into ill repute with receivers of goods in this city, and west of us; and, unless Halifax can insure better provision for the prompt discharge of vessels, and rapid transit by rail, some other Winter Port of entry will have to be arranged for. A large and important trade in sugar has been built up by Montreal merchants between Brazil and Halifax; but unless better facilities be provided at the latter place, this trade will be seriously curtailed. Owing to the great delay experienced by our merchants in receiving their goods, after they are discharged at Halifax, they are considering whether it would not be better to lay in large supplies of China and Vanilla sugars, to arrive in Montreal in the fall, and store it here, ready for winter use, rather than risk the terrible delays which occur by bringing Brazilian produce *via* Halifax. It is to be feared that the great fault lies with the Intercolonial Railway, etc."

We have no wish to go into a lengthy and labored denunciation of the Government for the manner in which the Intercolonial Railway is managed; but we protest against the policy hitherto pursued of running this Railway on narrow commercial principles; and, so far, with no other aim than to make receipts cover disbursements.

Government Railways are a trust for the benefit of the public, and their main objects are the development of the country, and the facilitation of trade, the accomplishment of which would put more money in the pockets of the people than they would pay in sustaining a thorough efficiency of the lines.

If a National Policy means anything, it means National development; and, although the Railway above named has, unfortunately for us, always been a bone of contention between both political parties—each vying with the other as to which could run it at the least possible expense—it is high time that this petty strife should cease, and be replaced by the same long-sighted and liberal policy which built the great National line from ocean to ocean; and we believe that in no section of the Dominion would a free and ample expenditure, for the enlargement of the carrying capacities of this Government Railway, be either questioned or censured. Undoubtedly, the interests of Nova Scotia demand such a policy in working the Intercolonial.