

Imperial Federation.

At a recent meeting of the Executive Committee of the Imperial Federation League, held in London, England, attention was called to a letter from Sir Charles Tupper, the Canadian High Commissioner in England, addressed to the Secretary of the Imperial Federation League in Canada, and read at its annual meeting in Montreal, and subsequently published in several Canadian papers. In view of the statements made in that letter notices of motions at the next meeting of the General Council were given by Lord Roay and Sir John Colomb, who were with Sir Charles on the Special Committee which drew up the report he mentions.

The following is a copy of the letter and of the motions:—

London, S.W., January, 1893.

To Casimir Dickson, Esq.

MY DEAR SIR—The pressure of important questions which I could not defer has prevented my dealing earlier with your letter of November last. When you remember that the Council of the Imperial Federation League embraces many strong free traders you will see how impossible it must be at once to obtain unanimity in a proposal for preferential duties within the Empire, and how important it was to obtain from all the Committee what is contained in sections 36, 37 of the Report. The policy of the United Empire Trade League, which has received the support of the House of Commons, and of your branch, is making very steady and great progress in this country, and will, I believe, be adopted at no distant day. It is impossible to effect such a revolution in public opinion in this conservative country without much time and patience. Knowing as I do that the most active members of the Imperial Federation League were mainly intent on levying a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain, I am delighted to have been able, almost single-handed, to obtain such a report from such a committee. Unfortunately they captured Mr. Parkin, and, having used him here, are now using him in Canada to create the false impression that we do nothing to maintain the defence of the Empire, instead of showing, as he truthfully could, that we have entitled ourselves to the gratitude of every man who has the interest of the Empire at heart.

Yours faithfully,

(Signed) CHARLES TUPPER.

To be moved by Lord Roay, G.C.S.I., G.C.I.E.

This Council regrets that Sir Charles Tupper should have stated in a letter to the Secretary of the League in Canada, "that the most active members of the Imperial Federation League were mainly intent on levying a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain" as this statement misrepresents the object which the most active members of the Imperial Federation League have in view, and is calculated to injure the successful working of the League.

To be moved by Sir John Colomb, K.C.M.G.

That this Council hereby affirms that none of its members seek to "levy a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain," but that in order to carry out the resolution upon which the League was founded in 1884, it does desire that the self-governing countries of the empire should agree to share in some fair proportion in the administration and in the cost of its defence.

Fundamental Resolution adopted in November, 1885.

"That any scheme of Imperial Federation should combine on an equitable basis the resources of the empire for the maintenance of common interests, and adequately provide for an organized defence of common rights."

The C. P. R. in Australia.

The Sydney, New South Wales, *Telegraph* published, in a recent issue, the following regarding the trip to Australia of Mr. D. E. Brown, travelling agent of the C.P.R.:—

"Mr. D. E. Brown, the assistant general freight and passenger agent of the great Canadian Pacific Railway Company, a company which has made for itself a splendid name in the commercial annals of the present century by its successful completion of the stupendous undertaking of spanning British North America, from Halifax on the east to Vancouver on the west, with a trunk line and feeders covering a distance of over 5,000 miles, is now in Sydney, having arrived by the Wairarapa from New Zealand on Wednesday evening. In the course of an interview with a press representative at Auckland Mr. Brown said that he had come to give the Australian public a little more information than they had at present concerning Canada, and the Canadian route to London. Little or nothing was known in Australia and New Zealand of a reliable character about Canada, and the Dominion being a sister colony, he would like to see closer trade relations in the near future with Australia. One of the purposes of his visit was to open offices of the company and appoint agents in the different centres, so that the public might be supplied with reliable information regarding the operations of his company. He would appoint agents in the mountains at Auckland, Sydney, Melbourne, Adelaide and Brisbane.

Mr. Brown expects that within the next twelve months the company will have a line of Canadian ships running across the Atlantic that will make the voyage from Liverpool to Quebec or Halifax in four days. The voyage to New York now takes five days. In winter the service will be run to Halifax, as the St. Lawrence is then frozen; but in summer the steamer will go as far as Quebec. From the above it will be seen that a person leaving London at noon on Wednesday could reach Quebec at noon the following Monday, and Halifax at least ten hours earlier; whereas at present he would not reach New York until the following Wednesday. The company has succeeded in carrying the mails from Yokohama to London inside twenty-one days. The run across the continent, from Vancouver to New York, is done in three days and a half.

After the Atlantic line has been established the company intends to turn its attention to the colonies of Australasia, and will endeavor to make such arrangements with them as will warrant the putting on of a fast mail service between Vancouver and Australasia. The ships will be of not less than 6,000 tons, and will travel at the rate of 18 knots an hour. The run from Vancouver to Sydney could thus be made in 16 days, and no difficulty whatever would be found in delivering the Australasian mails in London in 25 days. It has been found that the great majority of Australians going home to England are anxious to see China and

Japan, and the company has therefore inaugurated a trip round the world, whereby the passengers can join the Empress line of steamers at Hongkong, which on the way to Vancouver touch at Shanghai and pass through the inland sea of Japan. After crossing the American continent the passenger has his choice as to the Atlantic liners to England. From England he may return by the P. and O. service to the original point of starting. The round trip from the colonies, including an additional £32 to reach Hongkong, would cost £157.

Another object of Mr. Brown's visit is to correct the erroneous impression that interested parties have circulated to the effect that Canada is a snow-bound country, and that the Canadian route is snow-bound also. This is, he says, altogether untrue, for the Canadian Pacific is the only line that crosses America which for four years has had few transcontinental trains 24 hours late. The service and train equipment is one of the finest in the world, and the scenic attractions of the Canadian route are not to be surpassed. The Australians who have passed through Canada will vouch for this, and it was the solicitations of these Australians which caused the company to send a representative for the purpose of establishing Australian agencies.

The Rainy River Country.

A letter from C. S. Sheppard descriptive of the Rainy River country appeared in a recent issue of a Grand Rapids paper. The following extract gives an idea of the lumber resources of that district:—

"Minnesota lumbermen do not seem to know much about the big lumber country on the north side of their state along the Canadian line, and perhaps a few statements from one who has spent about two years cruising in that country would be interesting. Commencing with the north side of the Red Lake Indian reservation, I find that the country along Rainy River has a very rich soil with clay subsoil, and is heavily timbered with poplar, spruce and white and black ash.

The country is very level, with good drainage towards the streams. Back ten miles from Rainy river and upon the heads of the Black Rapid and Beaudett rivers, there stands in groves a fine lot of No. 1 pine, which some time will find its market in the prairie country a few miles west of it that contains no rich timber for a thousand miles. This reservation is being surveyed by the Government preparatory to selling its 10,000,000 to 12,000,000 feet of pine to the highest bidder, at no less than \$3 per 1000. The pine lands are being subdivided into 50 acre tracts, with a good plain transit line around each forty.

The country farther east, out of which the Big and Little Fork Rivers flow, is much the same, with the exception that it seems to be a little higher and the timber of an older growth. These two streams are over 400 miles long, and are fed by innumerable branches, all with deep, swift currents and high, clean banks. All these streams rise to a great height in time of freshets, but generally do not overflow their banks. Five million acres are drained by these streams, the water from which flows north through Rainy river and the Lake of the Woods to Hudson's bay.