

ways for the advantage of those of the United States. M. Chapleau must have at heart the success of all institutions centering in the Province of Quebec, and cannot be insensible to the incalculable mischief which will be worked by this project, and I have no doubt that he will do all in his power to avert the evil effects which will arise should it be consummated. It is amazing to see with what facility schemes obtain the sanction of Parliament for competing railway lines, which are conceived in the interests of men who have no other object than promoting expenses and obtaining the profits of contracts. Legislation is conceded in opposition to existing organizations barely making a living, the money to promote which has been obtained in England, and from the municipalities of Canada, on the faith of Parliament. It is lamentable that our name should be discredited so frequently and for the interests of our neighbours.

I trust that M. Chapleau will have the courage to resist the importunities of political hacks who hang upon the skirts of parties to get a share of the spoils which are supposed to belong by the victors. The Province is far away too poor to afford any such luxuries as men maintained for the sake of their votes. We want to have all our civil offices filled by honest and efficient men, and I hope M. Chapleau is not going to allow himself to be badgered into creating vacancies that posts may be found for unworthy time-servers.

The *Globe* has at length noticed the Hon. Ed. Blake's speech, although only incidentally. It has also noticed Sir John A. Macdonald's; but that is not so surprising. Poor Sir John's little joke anent the adoption of the Hon. Ed. Blake's suggestion of gratitude in manufacturers shaped into election funds, is taken up by the misguided *Globe* seriously, and by a fling of its Falstaffian wit it alike reproves the unruly Blake, and scoffs at the originality of Sir John. The *Globe* really ought to employ a comic editor for these lighter flights of writing. Its Scotticism is too apt to break out in "flytes" when the massive vituperation to which its accustomed pen is forced to assume a ghastly hilarity. A suffering public will feel it needful ere long to thrust forcibly upon the *Globe's* attention this desired addition to its staff, for the Canadian farmer is not an obtuse animal at all, and his weekly pabulum *might* be varied a little with increase of joy to himself.

Here is a very pretty bit of vapouring which shows how well versed English writers are in our Canadian affairs, and what profound interest the Princess does not take—nor was ever expected to take—in matters of immigration. Edmund Yates says it; but E. Y. is much disposed to draw upon his fertile imagination for his peculiar facts:—

"I have reason to believe the return of the Princess Louise to England is not merely a matter of pleasure, but is attributable to a large extent to the interest she takes in the launching of a company for the development and colonisation of lands in the Province of Manitoba and the territory abutting on Lake Winnipeg in the north-west of the Dominion of Canada. An association has been formed for this purpose under the title of the 'Lake Winnipeg Land and Colonisation Association'; and, if I mistake not, Lord Walter Campbell, Lord Lorne's brother, will be found to be one of the directors of the company. The territory comprises one of the finest wheat-growing zones in the world; and when the facilities for transit are completed, it is anticipated that wheat of the finest quality can be landed at Liverpool at about 35s per quarter; and as we are told on good authority that the British farmer cannot afford to grow wheat at a lower selling price than 60s, it seems as if the latter has not yet seen the worst of these 'hard times.'"

#### "BUILT UPON BONDS."

The following is from the *London World*:—

BUILT UPON BONDS.—Bonds secured by a first mortgage upon the Grand Trunk Railway of Canada ought to be perfectly safe; and it is not surprising that the £500,000 asked for the purpose of completing the connection of that line with Chicago should have been subscribed on the first day the subscription was open to the public. But a close examination of the prospectus of the "Chicago and Grand Trunk Railway Company (Limited)" must raise some curious questions in the minds of inquisitive people. The impression naturally produced by the title is, that we have here an actual railway company properly formed and organised under the Limited Liability Acts; but on closer observa-

tion it seems to be a company without shareholders. The million and a half of dollars received by the Grand Trunk for its Rivière du Loup section, sold to the Dominion Government, has been used to supply money to some American "reorganisers" of insolvent railways, but no particulars are supplied of the arrangements which we are led to assume have been entered into. A railway company without shareholders, without capital stock, and formed on the basis of five unknown "sections" that formerly had existence as presumably independent roads in the United States, is a curiosity. Is the road to be built upon bonds, and are the directors of the Grand Trunk, who at the same time are directors of this Chicago and Grand Trunk Company, themselves the shareholders, as well as the shareholders' representatives? In addition, we may ask, *can* the Canadian Government, without the Legislature, give the requisite titles and authority; and what guarantee is there that the powers necessary in order "to consolidate the various sections of the through line under the provisions of American law" will be granted?

If the writer of the above had wished to acquaint himself with the facts of the question on which he professes to enlighten the public, he might have learnt that the Canadian Government reserved the right, in the Act of Parliament covering the sale of the Rivière du Loup line, to approve the way in which the money derived by the Grand Trunk, from the Government, for its purchase should be spent, and that the investment in the Chicago lines has been endorsed, both by the Government of Canada and the proprietors of the Grand Trunk Railway, in the form prescribed. In the Western States of America, all railway corporations are organized under a general law. The *World* appears to only realize that the power to consolidate can be secured by special legislation, as in England. All such companies as comprise the lines of the "Chicago and Grand Trunk Railway" can be amalgamated, without further legislation, by the general railway law of the American States through which the lines run. The prospectus appears to convey intelligently enough, facts sufficient to answer the *World's* article. The combined new lines, which are built and on the point of completion, are 330 miles in length, from Port Huron to Chicago,—to be called the "Chicago and Grand Trunk Railway Company." A first mortgage charge of £1,240,000 is to be created as follows:—

To the Debenture-holders of the present issue.....	£500,000
To be reserved for exchange against existing sectional first mortgage bonds.....	222,000
To be issued to the Grand Trunk Railway Co. in respect of its contribution before referred to (£310,000), and balance to be reserved for general purposes.....	518,000
	£1,240,000

It will be seen that "the road is built upon bonds," and that the Directors of the Grand Trunk are Directors of the "Chicago and Grand Trunk Company," for themselves as well as for the shareholders of the Grand Trunk, whose representative they are for the money subscribed (£310,000). All charges which existed under the previous organizations have been cancelled by the sales under foreclosure. It is of frequent occurrence that bankrupt and foreclosed companies are reorganized by their bonds being purchased for a nominal price and connections formed with other lines, and they are converted into valuable property. It would have been more creditable to the *World* if it had availed itself of the information which could have been acquired at the London office of the Company for the benefit of the "curious and inquisitive minds" it alludes to, instead of exhibiting its own ignorance of the facts which are contained in the prospectus, and also its want of knowledge of American law in general, and of the Canadian law bearing on this case.

#### SALA AND MORLEY.

Two noted Englishmen of letters are about to enter the field of active politics: Mr. G. A. Sala has been requested to represent the Liberals of Brighton, and Mr. John Morley the Liberals of Westminster. The first named is, perhaps, the most brilliant newspaper writer of the day; his articles and letters in the *Daily Telegraph* are always free, bold and beautiful, and Brighton may well be proud of this man of her choice. Mr. John Morley has devoted himself to a more severe class of subjects, but has rendered magnificent service to English literature. A radical of the radicals, biting and bitter often in his manifested detestation of all kinds of bigotry, he has nevertheless made for himself a multitude of friends who know how much they owe