

The feasibility of the proposed tunnel was explained in detail and will run from the island Magee, County Antrim, to a point near Portobello, in Wigtownshire.

Lord Spencer moved a resolution to the effect that the first Lord of the Treasury be asked to receive a deputation on the subject. His lordship said that, during his long connexion with Ireland, he had differed from many gentlemen on political proposals, but he had always had at heart the peace and the moral and commercial prosperity of Ireland. If this plan for a submarine tunnel were carried out all these interests would be greatly promoted. The more English people visited Ireland the more interest would there be in that country and its inhabitants. He attached immense importance to the freest development of intercourse, social and commercial, between the two countries. Moreover, the proposed tunnel would be of great advantage with reference to the trade between the United Kingdom, Canada and the United States. He hoped that, in addition to more tourists going to Ireland, more Irish would visit England. He did not believe that the engineering and practical difficulties of the scheme were insurmountable, and that, with regard to pecuniary conditions, a considerable sacrifice on the part of this country would be justified in attaining so valuable an object.

Canada's Rail and Other Roads.

Good roads are a safe index of the prosperity of the locality they serve, and of the energy of its people. Canada by virtue of the length and efficiency of her completed railroads can point with pride from this standpoint to the fact that in proportion to area of territory, and the number of her people, she has shown more energy in this direction than any other nation on the earth's surface, not even excluding the United States. But here we must cease to congratulate ourselves.

The exigencies of a stern necessity compelled the country through the agency of great statesmen of the previous generation to become for a time the bond slaves of capitalists.

Valuable suffrages had to be handed over to grasping monopolies, in the case of railways, passenger and freight rates were left to the mercy or rapacity of these controllers.

It is not the object of the writer to select any particular road or individual for attack either from a political or any other point of view save the best interest of a majority of the people, therefore, in saying that the Greatest National Highway at present completed in any country, viz. the Canada Pacific Railway is and has been from the first a veritable Shyloc demanding to the uttermost the veriest iota of the pound of flesh, the statement is made in no vindictive spirit, but is the mere utterance of a truth which cannot be denied by its most ardent supporters.

We must admit whether friendly or inimical to its first construction, that the making over to it of such immense tracts of land, land it is true which only became valuable by virtue of the roads existence, yet by doing so, hundreds, nay thousands, of loyal Britons, Canadian and homebred have been driven out of the country and by this compulsory expropriation are now raising families where they will be trained in the ways, and imbued with the sentiments entirely at variance with those of their fathers. In justice to the C. P. R. it must be said, it is not alone in this particular: it's only by reason of its enormous proportions and frontier position that it is more prominent in this direction than others of our railroads. It is the system of land bonusing

railroads which is so objectionable. The granting to them the most valuable lands in their immediate vicinity for their own special benefits, is still more so, even when modified by the alternate section system, for exempted from taxation as these lands are, the companies can hold them at no cost to themselves, indefinitely, or until there has arrived sufficient settlers in spite of drawbacks, to put them up in value. In order to induce speculators with money to dot the sides of the track here and there with homesteads, the companies lands are at first put up at a low figure but as the *bona fide* settler from the East, or elsewhere gradually takes up adjacent land, so does their go up in price.

This custom of bonusing railroads by gifts of land was at first no doubt unavoidable, but to a great extent such sacrifices on the part of the country are no longer necessary.

Canada is not as in years gone by "between the devil and the deep sea."

No longer has one section of her politicians to flirt with the United States in order to bluff John Bull into an occasional word of encouragement; nor another, to be everlastingly sounding the trumpet of a pursuant loyalty, and making a political trade mark of the flag which has braved the the battle and the breeze. Thanks to the opportunity which the successful completion of a sixty years reign by our beloved Queen afforded. The thoroughly sound loyalty of Britons throughout the world to the central power, had such general expression that neither friends nor foes can longer doubt the bond of unity which prevails.

Canada's geographical position in relation to the British Isles, to say nothing of tremendous strategical advantages she affords the United Kingdom by her coasts upon two oceans, united by a great railroad, clear across the continent of America, must ever make her the most valuable appendage of the motherland, or at least so long as England holds the proud position of Mistress of the Seas.

How to take most advantage of our fortunate relations should be our first consideration. To the writer's mind, this can only be done by making benefits conferred by the one side, balanced by a sound equivalent from the other. In other words, that money invested by British capitalists in building our Colonization Roads, and developing some kindred resources, should be secured by Canadian Government Bonds spread over a long term.

Such action would of course involve the Canadian Government's control of her railways.

The proposal of such a scheme may come like a shock to thousands of readers, especially those imbued with the traditions of the danger to British liberty involved in giving the control of such a mighty power as the railroads of the country to national management. But as times change, so do the condition of affairs. At this time the dangers are more in seeming than in reality.

Sir W. H. Russell, the veteran war correspondent tells this characteristic story of Gordon:

During the Crimean war there was a sortie, and the Russians actually reached the British trench. Gordon stood on the parapet, in great danger of his life, with nothing save his stick in his hand, encouraging the soldiers to drive out the Russians.

'Gordon,' they cried, 'come down! You'll be killed!' But he took no notice, and a soldier who was near by said:

'It's all right; 'e don't mind being killed. 'E's one of those blessed Christians!'