

the first battalion she sent has been foremost in danger and victory, gives proof of the ability of the Northwest to maintain law and order within its own vast territory. And last of all, our rulers at Ottawa must have discovered by this time that they can no longer pursue a policy which will obstruct the progress of this country.

ANOTHER C.P.R. CHOKES OFF.

The tortuous path of the railway manager in his schemes to meet competition is at all times more or less of a conundrum to the ordinary business mortal, who finds wisdom in the policy of "Live and let live," and when the manipulator of locomotion takes one of his high flights to the realm of railway check-mating he frequently gets beyond the comprehension of ordinary mortals altogether. The managers of the C.P.R. have now started out upon one of the incomprehensible moves in connection with the change of time of trains going south by Emerson or Gretna. We say the move is an incomprehensible one, not because we or any other person can fail to see the intention which prompted it, but because we utterly fail to see what the company are to gain by it. A railway company may gain something by a policy of choke off, where direct competition is to be met and counteracted, but a change of time on trains running south, which will compel passengers to hang over at least five hours at St. Vincent, or twenty at Gretna, and which will make mails between Chicago, St. Paul and Minneapolis and Winnipeg be a day longer in transit and delivery, would certainly imply, that the competition to be met was keen, and the circumstances trying on the C.P.R. manager, even if we view the question without the slightest regard to the public convenience. But there is no competition between the C.P.R. and the lines running from here to St. Paul, Minneapolis and Chicago, although there is quite a large amount of travel and traffic. It may be however that General Manager Van Horn has made up his mind to compete for Chicago travel, by carrying passengers around the north shore of Lake Superior, and sending them south and east to the latter city via., Sarnia or Windsor. Such an undertaking would be more reasonable than some of the vagaries, which have emanated from his fertile imagination. But the reason for the choke off is much more easily reached than

by such a long journey. As soon as the C.P.R. completed their road to Port Arthur the choke off was applied in freight rates from Manitoba points to Emerson and Gretna, so that exporting or importing through the United States might be effectually checked. This worked well enough for a time, and so long as the General Manager by a series of promises about abolishing or remedying freight discriminations, kept the Winnipeg importers quiet. It is needless to state that he never had the slightest intention of keeping any of these promises, and men possessed of the business shrewdness of our imposters in time saw this clearly. The consequence has been the establishment of Red River steamboats, in connection with United States lines of railway, which have made a big hole in the C.P.R. through freight traffic. This spring the C.P.R. managers have tried to meet this competition by a reckless secret cutting of rates, making one figure to one man and another to another in a manner which would tax the unscrupulousness and knavish ingenuity of a Jew peddler. Finding even this course of duplicity did not succeed so well as they wished, they have added another choke off arrangement and this time not for any gain which the new arrangement will secure them, but simply to show the cupidity and meanness which has characterized the whole policy of the road's management. They think to injure the competing roads by this unaccountable change, and they do not scruple to inflict a great injury upon the traveling public, and equally great inconvenience to the business public in the matter of mail transit. Verily the whims of a railroad manager are not to be tampered with, and especially those of the C.P.R., a road whose construction threatens the solvency of the Dominion, and which has been managed so as to enable a syndicate of schemers and their satellites to scheme themselves rich at the expense of the taxpayers of Canada. People in this portion of the world would not be astonished, if some morning they awoke to find that the Governor General in Council had issued an order, that no Canadian should travel through any portions of the Dominion except by the C.P.R. under penalty of fine and imprisonment.

SLOW AND SAFE RECOVERY.

As the war clouds of the Old World be-

gins to fade away, and the clear bright sky of promised peace gradually brightens there are not a few on this continent who are ready to express dissatisfaction, because a long and bloody struggle between Britain and Russia was not entered upon. If there are any, who really wish to see a sanguinary war for the pure love of having blood spilt, the number is certainly very small, and we question if there exists such fiendish lovers of discordance. But there are thousands of these who wished, and almost prayed for war, (if such people really can pray,) that war might break out so that markets might improve on this continent, and speculation might find wider scope for its pernicious operations. Sensible right-minded people must feel gratified that such people have been disappointed, even if for the simple fact of a triumph in favor of humanitarian ideas.

But this return of peace in the old world means more than a humanitarian triumph. It is a triumph of commerce over war, and of industry over speculation, and on our own continent, while it has crushed the hopes, and dissipated the dreams of many a cold blooded speculator, it has sent our whole trade affairs back to the state they were in before war rumors began, namely that of slow but safe recovery. Our markets are not in such a state, that they will respond readily to the manipulations of the bullish spectator, but they are and have been for the past year steadily freeing themselves from the evils of glut and stagnation. Our manufacturing affairs have been slowly but surely creeping out of the depression which overproduction had wrought, and the upward movement all round if allowed to be dictated only by natural influences would have a recovery, which would be permanent. We are on our way to that again, and the only great hinderance that is now likely to be in our way, is the reaction caused by what the speculator did in the hope of war. The strained state of affairs produced for a few weeks, will undoubtedly have its reaction, but we may be thankful, that it is only the reaction of a little speculative ripple based upon hopes. Had any rupture between the great nations of Europe taken place, speculation would have run riot, and the reaction it would have brought, would have been something terrible. It has been averted however, and although recovery from depression may not go on at a pace to suit nervous minds, it is going on surely all the same.