

would be removed. The convict has the same right to labor that other people have, though he does not get the product of his industry; and he is under peculiar obligations to produce all he can, as a means of indemnifying the public, in some measure, for the charges which his misconduct has occasioned. If he had not been a criminal, his labor would have been felt in the competition for employment; and there is no reason why the fact of his being a criminal should remove that competition only that it should not increase it.

The Knights of Labor, in British Columbia, deprecate anything like a large immigration there. Labor, it is quite true, requires to bear some proportion to capital; but, in old times, in Ontario, a little capital was made to go a long way, with the agricultural immigrant. One evil result of the teaching of the Knights of Labor is to create the impression that the wage earner is never to become his own employer. In a colony like British Columbia, where there is so much raw material to work upon, the transformation ought to be possible on a large scale.

Sir John Lister Kaye's scheme of large farms, in the North-west, it is now said, is to get a trial. He is to be allowed to try the experiment on ten farms of 10,000 acres each. The figure of the capital stock of the company is put at £1,300,000. If the company gets the fee simple of the lands it may save itself; otherwise, the experiment may be looked on as doubtful.

THE FISHERY IMBROGLIO.

In discussing the fishery question Secretary Manning, of the United States Treasury, scarcely does himself justice. It is difficult to believe, when we read his utterances on this question, that the author of the last annual Treasury Department report is speaking. Mr. Manning fixes upon the reciprocity legislation, between England and the United States, which gave American merchant vessels the right to trade with British colonies as a warrant for a like right in fishing vessels. The reasons for the exclusion of merchant vessels from the West India trade, for instance, are stated in a way that, on the ground of exactness, leaves something to be desired. Nations which possessed colonies themselves could reciprocate a privilege of this kind; the United States having no colonies was not in a position to do so. In those days the United States was extremely anxious to obtain a commercial treaty with England; one of her first acts had been to secure such treaties from France, Holland and Spain. The British policy of exclusion was a constant theme of complaint, in the United States; but it was not thought of as a cause for war.

An offer of legislative reciprocity was first put into the shape of an Act of Parliament, in 1823. It was known as Robinson's Reciprocity Act. Under it the executive was empowered, by an order-in-council, to permit foreign ships to trade with the colonies, on condition that they reciprocated the favor in their own ports,

whether they possessed colonies or not. Foreign vessels admitted on the footing of reciprocity had all the rights of British vessels. But the Robinson Act did not stop here. It armed the government with power to reciprocate restrictions as well as freedom. Canning hastened to take advantage of its provisions. Holland was one of the countries with which he opened negotiations; but the selfishness of the Dutch minister, Falck, destined them to failure. When Canning was wearied out with delay, he sent to the British minister, at the Hague, Sir Charles Bagot, a despatch intended to declare the negotiations at an end. When it arrived, Sir Charles was holding an audience with the Dutch officials; it was found to be in cipher, the key to which he had not brought with him. An interval of anxious expectation was ended, when Sir Charles, deciphering the hieroglyphics read, with what amusement we can imagine:

"In matters of commerce, the fault of the Dutch
Is giving too little and asking too much,
With equal advantage the French are content,
So we'll clap on Dutch bottoms a twenty per cent,
Twenty per cent—twenty per cent.,
Nous frapperons Falck with twenty per cent.

GEORGE CANNING."

Before this despatch reached the Hague, an order-in-council had retaliated on the Dutch exclusiveness.

Under the Robinson Reciprocity Act, the United States obtained some trading privileges in the West Indies. But disagreements soon again arose between the two countries, and two years later, the colonial ports were once more closed to American vessels. After five years' delay the Congress of the United States made a legislative overture, in the nature of the Robinson Act. It empowered the President, whenever he should be satisfied that England would open its ports to American vessels, to declare the ports of the United States open to English vessels. Under this Act President Jackson issued the required proclamation.

It is on this act of legislative reciprocity and on this proclamation that Secretary Manning takes his stand. "It will be observed," he says, "that the British and the American laws and President Jackson's proclamation all used the word 'vessels,' without any qualifying adjective excluding our fishing vessels." But it cannot fairly be held that these acts of the legislative authorities of the two nations were intended to have the effect of repealing a part of the treaty of 1818. If there had been such an intention, the treaty would surely have been specifically mentioned. The whole difficulty, which had existed from the foundation of the American Government till 1825, and again from 1827 to 1830, had relation to the commercial marine. In the discussions in Congress and out, which were frequent and prolonged, we believe that it will be impossible to find that a single speaker or writer claimed trading privileges for fishing vessels. They were never thought of, in this connection; the statutes have never been interpreted in this sense before, and it has taken fifty-seven years for the Republic to discover,

through Secretary Manning, that American fishing vessels, during the presidency of Andrew Jackson, obtained the right to trade. Everybody, in both countries, continued to believe that the rights of fishing vessels were defined by the treaty of 1818,

Secretary Manning finds another peg on which to hang a hypothetical argument. If, he argues, Congress in abrogating the fishery clauses of the Treaty of Washington, left the stipulations of article xxix binding on Great Britain, American fishing vessels are entitled to enter fish as merchandise at Canadian custom houses, for conveyance in bond to the United States. But Congress could not be expected to be allowed to repudiate just so much of the treaty as suited itself and retain benefits which formed the equivalent of the repudiated stipulation, while the burthens remained to Great Britain. At the same time, we are free to confess that we have always thought that this disallowance of the privilege of American fishermen to send their fish home in bond, from our ports, was one which we could afford to withdraw. This we might do in the interest of good neighborhood, and especially as in matters of general commerce we are indebted to the United States for a similar right of way.

In case the folly of contention should carry the United States to the point of decreeing non-intercourse, the value of our internal railways, especially the Intercolonial and the Canadian Pacific would be felt in a peculiar manner. The talk of war in connection with a difficulty of this kind ignores the fact that similar restrictions have during nearly half the life time of the Republic been the settled condition of things. The United States was for forty-five years excluded from the colonial trade. The Republic retaliated by discriminating tonnage duties, embargoes and non-intercourse. But the relations of the two countries could not now bear the strain once put upon them, for any length of time, and it is above all things desirable to seek in the prudence of the statesmen of the three countries concerned, a rational means of escape from present complications.

A BUSINESS MAN'S BODY.

Nervous debility; nervous exhaustion; sleeplessness, arising from over-work of the brain; indigestion, the result of diversion of nervous energy to the brain which ought to be devoted to the stomach and bowels. Such are common ailments of business men of our time. To relieve them, resort is had to stimulants, to sedatives, to the hundred and one forms of patent nostrums designed to restore the balance of the system which has been destroyed by mental over-work. These are the days of the electric bath, of the lifting machine, of the movement cure, tonics and bitters, stimulants and digestives; nay, worse, the hypodermic syringe and resort to the quinine or the opium habit. All are forms of relief to which men are driven by the pressure of modern business bustle and worry. Here and there sensible steps are