

TWO VIEWS OF A TREATY.

The complications which have arisen during the past century out of the fishery question, between the British Provinces and the United States, appear quite serious enough to warrant both Governments interested in seeking an amicable and final settlement of the difficulties. But since the American Congress has, for the time being, refused to submit the question to arbitration, there is nothing left for Canada to do, but to hold to and defend the rights which have been confirmed by treaty. The seizures of American vessels for violation of the terms of the Treaty of 1814, and subsequent years, lead up to the Treaty of 1818. Americans claimed as a right all the privileges enjoyed by the colonists residing in the United States prior to the Declaration of Independence, but Britain demurred, claiming that those privileges were the sole right of British subjects, and that upon the colonies being formed into an independent nationality, the citizens of the United States forfeited the rights which they had enjoyed under the British flag. In 1818 a treaty was finally agreed upon, according to the first article, of which the inhabitants of the United States are granted "for ever" extensive fishing privileges which they are to enjoy "in common with the subjects of His Britannic Majesty." In consideration of this, the United States renounced "for ever" any liberty previously enjoyed or claimed "in other parts of the British North American dominions to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors."

"Provided, however, that the American fishermen shall be permitted to enter such bays or harbors for the purpose of shelter, and of repairing damages therein, of purchasing wood and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as shall be necessary to prevent their taking, drying, or curing fish therein, or any other in manner abusing the privileges hereby reserved to them."

It is upon the interpretation of this article that the whole dispute has arisen. Americans claim the three mile limit should follow the sinuosities of the coast, and that when bays such as Fundy, Miramichi, and Chaleur, are more than six miles in width, American fishermen have a right to use the fishing grounds therein, provided they do not trespass within three miles of either shore. Britain claims that the true interpretation of the three mile limit is from headland to headland, without regard to the minor coast indentations; and since the Supreme Court of the United States upholds such an interpretation with regard to the coast waters of that country, there can be no doubt that Canada's case in this respect is unsailable. The second claim put forth by America is, that American vessels, under the general international law, have the right to enter Canadian ports and purchase fresh bait for use in the fisheries. Britain's answer is, that under the article quoted above American fishermen are privileged to enter Canadian ports for four specific purposes, and for no other purpose whatever. And this answer appears conclusive. True American fishermen will find the privileges conceded to them of little avail unless they are permitted to purchase fresh bait, without which they are unable to use the fisheries; but since we have the right to say whether or not this privilege shall be accorded to them, it is evident no settlement can be reached until Congress realizes the true position of matters, and agrees to have its final settlement left to arbitration.

STREET LAMPS ACROSS THE ATLANTIC.

When the early navigators guided their timid course by the uncertain light of the moon and stars, they would have laughed at a project to plant artificial luminaries in the trackless ocean. In this age no project can be laughed at until it has been considered in connection with man's past achievements in grappling with the forces of nature. "Peace hath its victories as well as war;" and the next victory which the leaders of the forces of mechanical art promise to the people of the twentieth century is *street lamps across the Atlantic*; in other words, a stretch of floating, anchored light-towers, two hundred miles apart. Captain Moody, of the Anchor Line, has already elaborated a scheme for the erection of these gigantic light-houses, which, if carried into effect, will render an ocean voyage along the most frequented routes a comparatively safe undertaking. The floating stations are to be erected along the lines of the Atlantic cables, with which they are to be connected. An American Exchange thus describes the floating station, as projected by Captain Moody:—

"The hull is circular in form, thirty feet in diameter and thirteen feet deep. Radiating from the hull are four stems, each fifty feet long, twenty feet wide, and nine feet deep. The main hull is surrounded by a bulwark four feet in height. A skeleton steel tower sixty feet high arises from the main deck, stayed to the hull by wire rigging. On the extreme top of this tower is placed a powerful electric light. The electricity is generated by a dynamo operated by an oil motor re-enforced by a windmill attached to the tower. Among the advantages claimed for this lightship by the inventor are great buoyancy and floating power, combined with light draught. The peculiar model obviates the objectionable features of rolling. The ship is moored by four chain cables passing down from the main hull between the stems, preventing the twisting of the cables and allowing the stems to follow the motion of the sea, thus avoiding pitching, plunging, and severe straining of the cables. The ship is built in water-tight compartments, and is well lighted and ventilated."

From soundings which have been made in the Atlantic ocean during the past few years, it seems there will be no difficulty in obtaining a permanent anchorage for such structures at any required intervals. The cost of creating and maintaining such a light house service, consisting of, say a dozen towers, may seem a great obstacle in the way of the project; but when we consider the vastness of the commercial interests which would

share in the benefits it would confer, the outlay will no longer appear great. Captain Moody's invention is being seriously considered by the British and several of the European naval departments. Should his scheme prove feasible, he will have won a truly great victory over the adverse powers of nature.

A NOVA SCOTIAN POLICY.

There is scarce a Nova Scotian who has not faith in the great future of this Province, and who does not believe that destiny has in store for her a glorious era of prosperity. But while this is true, Nova Scotians as a rule are too apt to believe that in the distant future only will such an era be reached. Why should this idea be so prevalent? Has our faith in the country no living interest for the present generation? Are we satisfied to store up for posterity that which is within our own reach? We think not. There are hundreds, yes thousands, of patriotic Nova Scotians who bitterly lament the disturbance and chaos which has been wrought in the past by politics and partyism. These men are anxiously awaiting a new departure when Nova Scotians, Liberal and Conservative, shall lay aside their present methods and strive unitedly to further the great interests of our common country. The government elected on Tuesday last is to a large extent entrusted with the furtherance of these great interests. Leaving aside smaller matters it should first turn its attention to questions which vitally effect our agriculturists. There is throughout the length and breadth of the Province a wide-spread need for farm laborers. The government should at once take measures to have this want supplied by establishing in each county a "Farm Labor Bureau," through which it could obtain the fullest information as to the number of such emigrants who could obtain employment in the municipality. Meantime arrangements should be made to advertize Nova Scotia throughout England and Scotland, so that the class of emigrants desired could be made aware of the prospects in this Province. Beginning in this way the government should proceed to obtain full statistics as to the partially improved farms now for sale, and this data they should make known to the tenant farmers in Britain. We believe by following such a course the government would earn for itself the heartfelt gratitude of the people. We have been satiated with politics; it is now time for us to be surfeited with patriotism. By its action the government may speed or delay the era of prosperity, the dawn of which should not be left to a coming generation.

LIFE INSURANCE.

How often we hear people speak of the mysteries of life insurance, just as if this branch of business had about it peculiarities quite beyond the pen of the ordinary mind. The truth is, that hundreds of policy-holders have not the time to make full enquiries as to the methods adopted by the different companies; and when once insured, they are obliged, come what may, to pay the premiums as demanded, or forfeit any fair equivalent for the money which they have paid in. We have several times strongly pointed out the advantages that life insurance offers to the man who, without it, would be in constant dread of leaving his family in want; but we have also urged upon our readers the necessity of ascertaining fully the benefits to be derived, before consenting to take out a policy in any company. Life insurance should be conducted upon the same basis as any other business; it should offer immediate, not prospective, value for money, and its charges should be in accordance with this principle. We have called attention to the Dominion Safety Fund Life Association as a company which offers to the insured value for value, in which the poor man is not obliged to stint his family, in order to provide for eventualities. When it is remembered, that for every thousand dollars paid as premiums in ordinary companies, only one-fourth is ever returned to the insured; it is evident that the mysteries of life insurance require to be carefully studied by all classes in the community. Germany and France now propose establishing a system of life insurance through their governments, and there can be no doubt that this is the tendency of the age.

It is said that the comparative failure of the carrier pigeon service, during the siege of Paris, was due to the inclemency of the weather. Of the 363 birds sent out from the beleaguered city, but 57 arrived at their destination. These latter were the bearers of not less than 2500 despatches which had been photographed on thin films of paper, tightly rolled and sealed in goose quills, and attached to the tail feathers of the birds. Britain spends \$8,000, and France \$20,000 annually, in perfecting the carrier pigeon service. 9,000 birds are now being trained in England.

Americans are enterprising. The last proposal is to establish a hotel under the Falls of Niagara. Tourists will doubtless appreciate the luxury of sandwiches and coffee partaken amidst the blinding mists and deafening roar of the cataract, but it will take much advertising to make such an hotel pay.

Monster ships and monster guns have demonstrated beyond a doubt that the effectiveness of the war ship of the future will not depend upon excessive tonnage. With the completion of the *Nile* and *Trafalgar*, now under construction in British dockyards, the Admiralty will be content with smaller and more useful war ships. Marine fortresses, costing \$5,000,000 each, will soon be a matter of history.