

and the Bay of Fundy, the public of the Maritime Provinces will hold him in high honor, and will not grudge him all the money he can honestly make out of it.

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[From the *Daily Telegraph*, July 21, 1887.]

SOME time since, in speaking of the Chignecto Marine Railway, we mentioned the fact that Sir LEONARD TILLEY, speaking in the House of Assembly in 1866, stated the construction of the Baie Verte Canal would, at an early day, be undertaken by the Government. We further observed that the Canal, having been abandoned, and the Ship Railway chartered in its stead, it is surely not too much to ask, after waiting twenty years, that the General Government shall assist the enterprising projector of the present scheme in such a manner as may secure its completion. *The Telegraph's* statement has been quoted by the *Manitoba Free Press*, which adds: "*The Telegraph* certainly has a mild way of putting things." Our prairie contemporary is right; we have put the claims of the Ship Railway most mildly. It was twenty years ago that the promise of an early short cut from the Bay to the Gulf was made. That was before there was a Dominion, and long before there was a Province of Manitoba. It was before we had acquired the Northwest Territories. Since that promise was made Winnipeg has grown to be the fine capital it is; the Great Lone Land has been belted with railways, and thousands of miles of railways besides have been either built or subsidized by Government aid. Yet the old promise of the Baie Verte Canal is still unfulfilled. Honors and titles have come to the man who promised, and to his colleagues who have not performed what the people of the Eastern Provinces felt they might justly expect, but the short cut for ships between the Gulf and the Bay is not yet commenced.

We have had a marvellous patience in this matter, and have waited too long. When the Pacific Railway was completed we were told that now something would be done in the Eastern Provinces. When is this to be realized? Of the railway subsidies granted this year, more than half go to Quebec Province. Meanwhile New Brunswick and Prince Edward Island, the two worst used Provinces in the Dominion (because the National Policy injures both without compensating advantages), are waiting for the Ship Railway. Surely it is not too much to ask that the General Government shall so assist the present scheme as to secure its early completion. We put it mildly, yet our case is very strong.