

which but little returns have ever been made in the shape of interest. The Railway has been of the greatest possible service to this country; to its proprietors it has been a loss—a delusion and a snare to the hundreds who invested their whole savings therein. Now, let us ask, is it just, or honorable, or generous, for us who have been largely the gainers to throw dirt on every occasion at those by whose means we have been so benefited? We know that infinite pains are taken by all the heads of departments to have the working of the road so managed as to give satisfaction to those who make use of it, and they do this not merely because they wish to please the public, but because the interests of the Company are thereby most effectually served, and because every delay in the moving of freight, every accident that occurs, in fact, everything that gives opportunity for fault-finding, is a direct money loss to the Company. Corporations may have no souls, but they have pockets, and very sensitive nerves centering in them, and a watchful Board of Directors are not apt long to continue in office those whose carelessness or mismanagement is decreasing the value of their property and diminishing their dividends.

The comparatively unprofitable nature of the undertaking has hitherto prevented the accumulation of funds to put the road in as thorough a state of repair as it undoubtedly should be; but the road must be kept working, and current expenses must first be met. It is a fact, too, that in proportion to its revenue, a larger amount of money is annually spent on repairs than in almost any other railway; and to such an extent has this been done that at public meetings held in London the shareholders have strongly expressed their dissatisfaction, and considered themselves in some measure defrauded of monies which ought to be divided amongst them. We may reasonably expect, in the course of a few years, that, with the growing prosperity of our country, (which will not be lessened under Confederation), and the increase in freight and passenger traffic which may be looked for, the earnings of this, in common with other railways, will similarly increase, and whenever such shall be the case, that the road in all its parts, rails, ties, bridges, &c., &c., will be put and kept in such a state of perfect repair as will leave no room for fault-finding. Till then, we should all try, in every instance, to give the management of the railway the benefit of the doubt, and believe them innocent until they are proven to be guilty. Which of us, even in the conduct of our own private affairs, could stand the hydra-headed argus-eyed supervision to which a great railway is constantly subject, without failing to give any amount of dissatisfaction! Grumblers there are by nature, and they must have their grumble out, and those there are who must exhibit their venom; the public, however, should not allow themselves to be led by them, but while insisting on all possible carefulness and diligence, should condemn sparingly and only where there is clearly reason for condemnation.

FISH AND GAME.

WE are glad to see indications that more heed is being given to the enforcement of the game laws throughout Upper and Lower Canada. This is as it should be. Under the indiscriminate system of fishing and shooting, which formerly obtained, and does yet to a far greater extent than it should, our woods were fast being depleted of game, and our rivers and creeks of fish. In some of the older settled districts, this is actually the case already—few of the streams containing a fish worth angling for, and as for game, you may search the woods for it in vain. The principal cause of this state of matters, has been the fact that the spawn of the fish have been destroyed by allowing injurious substances to be put into the streams, and by persons systematically using the rod and the gun "out of season." Sporting during "the close season" must be put down with a strong hand, if Canada is to retain within its bounds anything worth hunting for, and every encouragement should therefore be given to the foundation of associations having this end in view. Since recent alterations in the game laws, not a few of these societies have been formed in various localities. Some of these perform their duties energetically, and do a great deal of good; but we fear that the larger number of them do not act with sufficient vigor in enforcing the Act to make their influence much felt. The cause of this is a dislike on their part to act as "informers." We can understand how an individual might have a repugnance to take part in bringing a neighbour to punishment. But a society in

its corporate capacity, should have no such feeling, and we hope that we will not much longer see the game laws set at defiance under the very nose of such organizations. It would be better to have no fish and game association at all in a locality, than that it should do nothing to effect the end had in view at its formation. The best way to ferret out delinquents who break the laws in question, is for societies to appoint some individual for that purpose, whose duty it will be to bring up such cases before the local magistrate. This is the only course which will effectually check the reprehensible practice of fishing and shooting out of season, and prevent our streams and forests from being completely depleted of their inmates. Those who desire to keep up our supply of fish and game—and who does not?—should lend every assistance in their power, to those who endeavour to see that the game laws are enforced.

THE BAY VERTE CANAL.

THE improvement of the means of communication between Canada and the Maritime Provinces, is of such paramount importance to the full development of Intercolonial trade, that we need offer no apology for calling public attention to the project for the construction of a canal from Bay Verte on the Gulf shore, to the head waters of the Bay of Fundy. If the reader will glance at the map he will find that the whole breadth of the isthmus connecting at this point the provinces of Nova Scotia and New Brunswick, does not exceed 15 miles, and that the construction of this canal will at once open up direct water communication between Canada and the rich and productive region lying on the shores of the Bay of Fundy, which are now practically inaccessible, owing to the long and dangerous navigation through the Gut of Canso, and round the peninsula of Nova Scotia. This canal project has been long entertained, and we find that as far back as we believe the year 1853, a survey of the route was made by Capt. Crawley, (an officer of engineers, acting under instructions from the Canadian and P. E. Island governments), who seems to have found no insurmountable difficulties in the way of the undertaking. Capt. Crawley says: "The object of a canal to unite the waters of the Bay of Fundy with the Gulf of St. Lawrence is evidently to enable coasting and other vessels to pass from port to port, without the risk and delay incurred in navigating the Gulf of St. Lawrence, and making almost the entire circuit of Nova Scotia. The most natural position for a channel of communication is from the head of Cumberland Basin to Bay Verte." And he then goes on to consider the practicability of cutting a channel from water to water, leaving it to the action of the waters themselves to complete the navigation.

In Monro's "New Brunswick, Nova Scotia, and P. E. Island," published in 1855, we find the following information on the subject. After advertizing to the extent and importance of the Bay of Fundy trade, (even at that time) and the great advantage the construction of the canal would prove to the fisheries, Mr. Monro says: "On the Bay of Fundy side is the Misquash stream, and the chain of lakes at its head, in many of which the water is deep enough to admit 200 ton vessels, and being a distance of 10 miles require only a small outlay to render them navigable.

"On the Bay Verte side, the river merely requires clearing and dredging to enable schooners of this size to penetrate one mile towards the Bay of Fundy, so that in reality there would only be, at the outside, four miles of an undulating ridge to overcome. It was an observation of Capt. Crawley's, one of the engineers employed to survey the locality with a view to this object, that if a ditch were dug deep enough to admit the waters of the two bays, the action of the current thus created would soon wear a navigable passage.

"Vessels are nearly a fortnight, and sometimes more, according to the weather, in navigating the present dangerous and circuitous path, while if this communication were effected of only 15 miles across the isthmus, much danger would be obviated, the time shortened, and a vast amount of expense and wear and tear saved. We believe that if each vessel only paid one-half of what it costs her to go round Nova Scotia, as a toll for using this canal, ample remuneration would be received, and a great saving effected. We certainly think, judging from the great march of improvement that is everywhere manifesting itself, that the time is not far distant when a way, practicable as we believe it to be, will be thus opened, so that the increasing commercial fleets of the surrounding country may pass through this narrow neck, and thus not only

save time, risk, and money, but a vast amount of human life.

"Another consideration, incidental to this work, is its probable effect in draining a large tract of bog marsh and shallow lakes, and by its irrigation with the fertilizing waters of the Bay of Fundy, converting it into tillageable marsh. About 5000 acres, now worthless, might thus be reclaimed, and their value would not be less than \$20,000, besides the improving of much of the old marsh by the same means."

This is Mr. Monro's estimate of the importance of the work, written 12 years ago. Since that time the need of it has vastly increased. Whether such a canal as that indicated in the above extracts, would be best adapted for the purpose or not, is a matter of doubt, we incline to the opinion that the better policy would be to construct one of sufficient capacity to admit of the passage of vessels of the same draught of water as those passing through the Canadian canals. Of the great commercial importance of the work and of the facilities which it would give to the prosecution of Intercolonial trade, there can be no doubt. Not only would Canadian produce, destined for St. John, find its way by this route, without breaking bulk, (and the advantage of this is too well known to need comment), but the ports of St. Andrews, St. Stephens, Yarmouth, Windsor, and the numerous harbours in the Bay of Fundy would all be reached in the same way. The difficulty in the way of return cargoes would also be overcome. At the very head of the Bay and within a few miles of the proposed canal are the famous Albert Coal mines, the products of which only need some reasonably direct way of getting to Canada to ensure a constant and steady demand. There are also in the immediate neighbourhood large deposits of manganese, the best grindstones found in America, and close to the water's edge, a quarry of free stone, of the very first quality for building purposes, and besides these sources of traffic, there are the vast deposits of gypsum at and near Windsor. Here we have the necessary elements of a large and profitable trade, now lying dormant, and which the construction of the canal would start at once into life and activity. We hope the day is not far off when the necessary steps will be taken to carry out this project. It is one in which Canadians and New Brunswickers are equally interested, the cost cannot be large, and there are probably few undertakings in which the necessary expenditure would be followed by such immediate and satisfactory results.

THE CANADIAN FRUIT-CULTURIST.

THIS is the title of a pamphlet written by Mr. James Douglal, so well known as a practical fruit grower in connection with the Windsor Nurseries. The work is in the form of a series of twelve letters to an intending fruit-grower, and gives in a brief way the most necessary information as to sites, soils and aspects most suitable for fruit culture; planting and after-care of fruit trees, &c.; on the several leading kinds of fruit in detail; on packing and marketing fruit; and, finally, on the importance and profitability of fruit culture generally.

We have frequently, in these columns, inculcated the importance economically to Canada of the fruit crops which might be raised, and we are glad to see the public placed in possession of information which every farmer or owner of land may make exceedingly valuable to himself.

INDUSTRIAL PARTNERSHIPS.

A RATHER novel feature in business is beginning to manifest itself quite extensively in England. We call it "novel," because, while it is not new, it has been very seldom carried into practice. We refer to industrial partnerships. The idea, if we remember rightly, is of French origin, and under the name of *Fourierism* at one time excited a good deal of attention from our Yankee cousins. The philosopher of the *Tribune*, Horace Greeley, was a chief disciple of the school, and manifested his sincerity in the principles he avowed, by turning the *Tribune* business into that of a vast company, shares in which could be secured by each and all—from the editor-in-chief down to the "devil." The establishment is professedly conducted on this principle to the present day, although the "shares," as might have been anticipated, are now principally held by a few persons. *Fourierism* made little progress among our go-ahead neighbours, and soon died out, covering its chief advocates with not a little ridicule.

English correspondents intimate that the system of industrial partnerships is making progress there. Not