

New York by steamship that has been brought into the Mississippi from the far West. Shipments of grain have also been made in the same way direct to Liverpool, and the only question remaining is that of comparative cost. To St. Louis, Chicago and other Western cities this is a matter of supreme moment, but it is of no slight significance also to New York. The data on which to build up a reliable estimate are of difficult attainment, involving as they do, a variety of calculations and considerations, but *prima facie*, we know that, under equal conditions water traffic and freight are cheaper than land transportation. The Hudson River steamboat, the canal and seaboard prople are much cheaper, though less speedy, than the railroad. And although the Mississippi and New Orleans route may be double the distance of the direct railroad line between the seaboard and the Mississippi, it is asserted that the facility of shipment, the ease of handling, the cost of rolling stock, and the amount of running expenses will be in favor of distance against time. Here, however, the matter does not end; the other point that touches New York is the produce of the far West and its destination. That other Chicagoan outlet, the lakes, the Welland Canal and the St. Lawrence, of which trial was made, seems not to have been a success. This route, under any circumstances, would only be found available during the summer months. And as the Mississippi, in four fifths of the year, is open to Cairo, and all the year below that point, allowing only for a decreased depth of channel, the natural facilities in competition with winter railroad traffic, even in point of speed, are not to be overlooked.—*American Paper*.

### THE ROUTE TO RED RIVER.

WE see by our Canadian Exchanges that the subject of a road to this country is being agitated, a good deal. Meetings have been held in Montreal and Toronto for the discussion of the matter and three projects seem to have been laid before the public on those occasions.

1st.—To open a waggon and water communication at once.

2nd.—To canal the portages as far as is feasible, and to build railways upon the rest of the land route, thus making a rail and water route and

3rd.—To build a railway from Lake Superior to this point at the earliest possible moment.

It is evident that this immense territory will be of little use to the Dominion unless strenuous efforts are made to open up communication direct with the East as soon as possible. We have the land ready for the plough, we have the mineral wealth ready for the miner and a climate far more inviting and healthy than the United States can offer and what we want is population. We can get 100,000 people within five years, and they can be had if good easy, practicable routes are opened between this and Ontario.

By running a railway direct to the nearest stretch of navigation and by canning around the chute at Port Francis, and with another railway from the Lake of the Woods to Winnipeg there would only be three changes of freight all the way through from any part of the Dominion or from England.

The estimated cost of the combined railway and water route is said to be \$4,500,000 or about £225,000 sterling. When the immense freight and passenger traffic over such a route is properly taken into account, we trust that the amount will soon be subscribed among the moneyed men of Canada. This country has remained a *terra incognita* so long, that the immense natural wealth it possesses is very imperfectly understood. In fact we do not doubt but many people even in Canada, believe one-half of the reports now circulated regarding its natural resources are a matter of moonshine; but such ideas will soon be dispelled, and if the Dominion Government adopt a good sound emigration policy—some such system as that of the United States—she will soon possess one or two provinces in the great North West which will vie with Ontario in both population and wealth.

By all means let the waggon and water route be finished this year; and let the railways be put upon the connections at each end in 1879, and not only will our own supplies of merchandise be brought over by the Lake Superior road, but we shall see the merchants of Northern Minnesota and Dakota coming here to find a cheap market in which to buy their stock of goods.—*Nor' Western*.

### NOVA SCOTIA RESOLUTIONS

THE resolutions introduced by Mr. Rose, on the 4th, provide

1. That it is expedient to add to the sum payable to the Province of Nova Scotia, under the British North America Act, 1867

2. That it is expedient to provide that Nova Scotia shall be liable to Canada for the amount, if any, by which its public debt at the Union exceeded one million, one hundred and eighty-six thousand, seven hundred and fifty-six dollars, and shall be chargeable with interest on such excess only, and shall be entitled to interest on any amount by which its public debt then fell short of that sum, as if the said sum was mentioned in sections one hundred and thirteen and one hundred and sixteen of the British North America Act, 1867, instead of that of eight million dollars.

3. That it is expedient to provide that Nova Scotia shall receive from Canada for the period of ten years from the first day of July 1867, an allowance of eighty-two thousand, six hundred and ninety-eight dollars per annum, in addition to all other sums payable to the said Province under the British North America Act, 1867, and such allowance shall hereafter be paid by half-yearly payment in advance, from the first day of July, one thousand eight hundred and sixty-nine

being capitalized, either in whole or in part, as the Governor in Council may determine, and the interest on the part capitalized being payable until the end of the said ten years, when the principal shall be paid.

4. That it is expedient to provide that Nova Scotia shall from the date of the completion of the new Province building, be debited in account with Canada, with interest at the rate of five per cent. per annum on the cost of that building, until it shall have been placed at the disposal of the Dominion.

5. That it is expedient to provide that all sums mentioned in the Act shall be currency of the former Province of Canada and shall be a charge upon, and payable out of the Consolidated Revenue Fund of Canada.

### NEWFOUNDLAND RESOLUTIONS.

THE *Ottawa Times* says.—The resolutions for the admission of Newfoundland to the Union, provide

(1) that Canada shall be liable for the debts and liabilities of that Province; (2) that the debt of Newfoundland will be placed on the same footing as that of the other Provinces; (3) that Newfoundland shall receive interest at the rate of five per cent. per annum on the sum by which its debt falls short, per head, of the debt of the other Provinces; (4) that Newfoundland shall receive \$35,000 per annum as subsidy, and an annual grant of 50 cents per head, to be paid in proportion to population, until the same reaches 400,000 at which amount it will thereafter remain; (5) that the Province will reserve \$100,000 per annum, in case it shall consent, to be surrendered to the Dominion of its wild lands, *viz.*, &c.; (6) that it shall be optional with Newfoundland to accept the proposal in the preceding resolution; (7) that the fisheries of Newfoundland shall be encouraged as fisheries in other Provinces; (8) provides for special arrangements regarding water rates in St. John's; (9) binds the Dominion government to provide for mail service with the United Kingdom, and other portions of the Dominion; (10) provides that Canada shall assume the same burden of expense for public service towards Newfoundland as towards other Provinces; (11) no exceptional tax shall be imposed on the exports of Newfoundland; (12) eight members of the House of Commons shall be assigned to Newfoundland until next census; (13) the Union shall take effect by proclamation from her Majesty; (14) Local Constitution shall be preserved, subject to future action of Provincial government; (15) provides that provisions of the British North America Act shall apply to Newfoundland and the same as if the Province had been in the Union from the beginning.

The following is too important to be condensed. We are glad to notice the manifest "cropping out" of sound free trade principles, therefore we copy it entire.

The foregoing resolutions were agreed to as the basis of the Union, to be submitted for the approval of the Parliament of the Dominion, and to the Legislature of Newfoundland, after a general election.

With reference to the subject of Export Duties and Defence, the following minutes were also agreed to

a. With reference to the 7th resolution of the Legislature of Newfoundland, by which it is asked that "no tax shall be imposed on the exports of this colony unless a similar tax be levied on all the staple products of the other Provinces of this Dominion;" it is understood that the general imposition of export duties on the staple products of any Province is contrary to the policy of the Government of Canada, and a contingency not to be contemplated; but it is agreed that taxation, in whatever form it may be found necessary hereafter to impose it, shall be so adjusted as to bear equally on all the Provinces, and that no scheme would be proposed which might in its effect operate with undue pressure on oil, fish, or any other staple export of Newfoundland.

b. Encouragement will be given for the establishment of a Naval Reserve Force and for giving greater efficiency to the Volunteer Militia organization in Newfoundland, and that any modification which may be needed, will be made in the militia law of Canada, to adapt its provisions to the circumstances of the inhabitants of Newfoundland.

c. The influence of the Dominion Government will be used to the fullest extent to procure the continued maintenance of a garrison of her Majesty's forces at St. John's.

A RUINED RAILROAD MONARCH.—The result of the final appeal in the English courts on the long litigation between the Northeastern Railroad Company and Mr. George Hudson, was to confirm the reversal of the decision of the Master of the Rolls, and reduce Mr. Hudson to a state of penury. He is now in France, and said to be utterly destitute. In addition to a subscription to meet present wants, and in the belief that the "Railway King" was as much "sinned against as sinning," a large shareholder has intimated his intention to ask his co-partners in the Northern Company to grant to Mr. Hudson an annuity of £2,000 a year. Mr. Hudson's fate is full of warning to some of our American Railroad Kings.

THE *San Francisco* dispatch has leased one of the most offices in San Francisco, Cal., for a general ticket office of the Erie road, and has sent out six picked men to take charge. His purpose is to immediately commence the sale of through tickets from California to New York and Boston, over the Atlantic Railroad and connections.

The English Government consider the African slave trade extinct, and have withdrawn the squadron which they have maintained on that coast at great cost for many years. For a time the expense was

### FISCAL MISMANAGEMENT OF THE AMERICAN GOVERNMENT.

THE striking and instructive speech delivered by General Alcorn, in the recent Commercial Convention at Memphis, furnishes a fresh occasion for inculcating a lesson which cannot be too deeply impressed upon the public mind. The fact that General

Alcorn is a radical in politics that he is a Republican Senator-elect from the State of Mississippi, that he is no speculating theorist but an enterprising business man, that he is the largest or next to the largest cotton planter in the South, ought to command for his statements a degree of attention from the party in power, which they would hesitate to accord to the representations of political opponents or to mere theorists or alarmists. The facts so impressively marshalled by General Alcorn, are supported by such an array and such a variety of overwhelming evidence as to render it impossible to dispute their authority. His statements accord with, and are borne out by, all the information on the same subject which we gather from other sources. The last number of the *London Economist*, for example, says that the cultivation of cotton in other parts of the world has not only held its own, but has been steadily extended in the face of American competition since the close of our civil war. This is a pregnant and alarming fact, the importance of whose consequences to our local prosperity can hardly be overrated.

We need not adopt the peculiar coloring which Gen. Alcorn put upon his view as to proper counteractive measures. He insists with much acrid emphasis, that the extension of cotton culture in other regions of the globe is the result of a concerted and formidable "conspiracy" by foreigners hostile to our interests. His view of this odious plot does not strengthen his case. It ought to have been foreseen from the beginning, that foreigners would be thoroughly alive to their own interest on this great subject. The heavy calamities which they suffered by the stoppage of the cotton supply during our civil war, made it a reasonable measure of self-protection to guard, if possible, against the recurrence of so great an evil. We ought to have known, without waiting for experience to teach us, that they would not again, if they could help it, be dependent upon a single source of supply for the raw material of so important an industry. It is ridiculous for us to wake up, at this late day, and suddenly discover that we are the victims of a foreign "conspiracy." We are the victims of our own stupid blindness, of our own want of forecast, of the sectional hatred and revengeful passions, which made it seem a more consequence to humiliate and cripple the conquered South than to re-establish its prostrate industry. Nothing has occurred which men of common judgment might not have predicted, and after allowing the thing to go on without the faintest attempt at prevention, we degrade ourselves by setting up a whim about a foreign "conspiracy." The aim is that foreigners have had the sagacity to see, and the vigor to prosecute, their interests, while ours have been neglected by the pre-occupation of our Government with a mischievous agitation.

It is now at length discovered, at the beginning of the fifth year of peace, that the chances of recovering our old supremacy as cotton-growers are all but desperate, but no Republican, not even General Alcorn, seems yet aware of the portentous consequences which must result from so great a loss. When the war closed there were three capital objects which required immediate attention as means of rehabilitating our financial condition. Three of the most important foundations of our national prosperity had been struck by the war and shattered—our currency, our production of cotton, and our shipping. The restoration of the currency to soundness ought to have been the chief object of governmental solicitude; the currency being the hinge on which the business of the country turns. But the currency question could not, with any chance of success, be treated apart. The restoration of specie payments depended upon the balance of foreign trade. Until our staple and ordinary exports were equal our ordinary imports, there will be no possibility of specie payments; for, with a redeemable currency, and a foreign balance against us, a run would be made upon the banks, draining them of the gold to send abroad and forcing them into suspension. The restoration of specie payments, though first in the order of importance, and the first which should have occupied the attention of the Government, can never be accomplished except as the result of great preparatory measures. It required to be kept steadily in view, not as a thing to be speedily achieved, but as the chief end towards which the financial policy of the Government should be directed. The prime condition of its attainment—the fundamental preliminary—was a revival of the export industry of the country, to prevent heavy balances against us in our foreign trade. Our great staple export is cotton, the demand for which makes the foreign demand for other products of our agriculture, does not depend on the fluctuating harvests of Europe. If we could monopolize the market, as we did before the war, if we could export a hundred million dollars' worth of cotton per annum, as we did before the war, our financial condition would be comparatively secure. With this main reliance to give steadiness to our exports, we could stand the variations in the foreign demand for grain, the difference in some years being compensated by the extra demand in others, and the oscillations being no greater than the ordinary gold reserve in our banks would suffice to meet without deranging the currency.

The shipping interest, if it could be revived, would be the most important steady auxiliary to the cotton crops as a means of turning the balance of foreign trade in our favor. If our cotton and grain exports were to be increased by the value of an equal word freight, and if American ships brought back our imports, the debit side would be diminished by the