

which exist at this moment, between Great Britain and the principal European States, on questions relating to territorial disputes in Europe, Asia and Africa, have no interest for us, and we have as little desire to be engaged in them, as the people of the United States have, who have since the revolution most carefully abstained from all interference in the disputes which have arisen in the other quarters of the globe. The commercial treaty question has long since ceased to be a subject of just complaint. In a sketch of the life of the Hon. A. G. Archibald, the present Lieutenant Governor of Nova Scotia in "the Canadian Portrait Gallery," it is stated that in 1854 prominent members "strongly condemned the conduct of the Imperial authorities in settling so momentous a treaty without consulting Nova Scotia, whose interests were so much involved by it." Now let the facts be considered. Canada had been for years urging the desirability of establishing reciprocal free trade with the United States. What was the course taken by these much maligned Imperial authorities? Why they selected the Governor General of British North America, the Earl of Elgin, as an ambassador extraordinary for the purpose of endeavoring to negotiate a treaty, and the first act of the Earl of Elgin, was to write to the Lieutenant Governors of Nova Scotia and New Brunswick, and to request them to send representatives of their respective Provinces to Washington, to assist him with their advice. New Brunswick at once complied with the request, and sent the late Hon. E. B. Chandler to represent it. Nova Scotia refused to comply with the request, a fact which we are bound in charity to suppose was not known to the author of the sketch, or he would, in justice to the Imperial authorities, have mentioned it. The Prime Minister of Canada accompanied Lord Elgin to Washington, and he and Mr. Chandler were consulted on every detail of the treaty, as Mr. Archibald would have been, had he chosen to come. The Government of which he was a member was responsible for Nova Scotia not being consulted before the treaty was settled, but the respective Legislatures were all required to ratify it before it took effect. At a later period the Government of Mr. Mackenzie wished to make another attempt to negotiate a commercial treaty, and it readily obtained the consent of the Imperial Government to the appointment of the late Hon. George Brown, who was associated with the resident Minister, to negotiate on the subject. Our firm belief is that, in the negotiation of commer-

cial treaties, Canada enjoys under its present constitution a much greater degree of influence than it would do if a component part of an Imperial Confederation.

#### THE AUTHOR OF THE SCHEME.

It was on the 3rd October, 1874, that Mr. Blake startled his friends and the public, with some rather vague utterances on the subject of the defects in our political institutions, and of the remedy for them in an Imperial Confederation. It became known in 1879 that an English merchant of strong Free Trade proclivities had interviewed Mr. Blake in January, 1874, and had impressed him so strongly with his own ideas, that Mr. Blake requested him to put those ideas on paper. The gentleman referred to adopted the *nom de plume* "Empiricus" and his letter is dated San Francisco, 25th August, 1874, so that it could not have been in Mr. Blake's possession more than two or three weeks before the Aurora speech. The same writer addressed a letter to the Right Hon. John Bright in March, 1879, shortly after which time both letters were printed for private circulation. They are entitled, "Federation an Imperial League" and "An English Zollverein, Imperial Free Trade." We had ventured to hope when we referred to the subject in 1879 that "the letter to Mr. Bright may have brought conviction to Mr. Blake's mind that the rather crude scheme which he propounded in his speech at Aurora, on 3rd October, 1874, and which seems to have been suggested to him by the letter of 'Empiricus' of the preceding 25th August would never be entertained for a moment by a Canadian Parliament." The writer in question thus commences his letter: "According to the desire you expressed in our conversation of January last I now put on paper my ideas in regard to the project I then mooted, of a closer political union between Great Britain and her Colonies, beginning with Canada." The main feature of the scheme, the discussion of which Mr. Blake seems inclined to shirk, is "some uniform system of taxes throughout Canada and Great Britain for strictly Imperial purposes;" in other words, Canada to be taxed for the maintenance of the large standing army of Great Britain, of the navy and of the diplomatic service, as well as of the costly wars which Mr. Blake is so anxious that we should become responsible for. Our tariff would be that of the Empire. The growing of tobacco would be prohibited, as it is in England, and all duties on sugar would be abolished, so that the growing of beets would be practically impossible. The

object of 'Empiricus' is transparent: it is to obtain free admission of British manufactures to the Colonial markets. At a later period of the year an article on the same subject appeared in the *Westminster Review*, in which a scheme is propounded for the Imperial Federation which we noticed soon after its publication. It was suggested that there should be an "Imperial House" of 300 members—185 for England, 25 for Scotland, 40 for Ireland, and 50 for all the Colonies, of which 20 were allotted to Canada, 15 to Australia, 5 to New Zealand, 5 to the Cape Settlements, and 5 to the West Indies. The Imperial House was to be charged with the maintenance of the Royal family, the army and navy, the diplomatic service, and also was to regulate interprovincial relations with various parts of the Empire, marine and shipping affairs, customs and finance, postal affairs and justice. We believe that a scheme was never propounded more calculated to crush the liberties of the Canadian people than that to which Mr. Blake has committed the party, of which he is the recognized leader.

#### THE SAULT LINE.

It seems probable, judging from the recent cablegrams, that the Pacific Railway Company will undertake the construction of the line to the Sault, under the charter of the Canada Central, which railway has been amalgamated with the Pacific. This will rather embarrass the rival companies in Ontario which have obtained authority from the Ontario Legislature and from the Dominion Parliament to construct lines to the same point. It is to be hoped that there will be no waste of capital in the construction of competing lines. We do not entertain the apprehension that seems to be felt in some quarters that the Pacific Syndicate contemplate any delay in the construction of the line north of Lake Superior, which would involve a breach of their contract. The traffic over the Sault line will be that of the North Western States of the Union, which is now carried by way of Chicago to the seaboard, but which Montreal may fairly hope to obtain a share of after the completion of the Sault line.

#### THE NEW ALLAN STEAMER.

The arrival of the magnificent new Steamship, "Parisian," at Boston, was celebrated by an entertainment given on board the steamer to Governor Long, Collector Beard, and other distinguished citizens, at which Sir Hugh Allan presided, and also by a dinner given to Sir Hugh and Mr. Andrew Allan, by the city author-