

one for the local Parliament. If it is otherwise, then the Dominion Parliament will have to deal with the question.

As regards the Province of Ontario, it is needless to say that its local legislature has control over the public domain, and therefore it is for that legislature to deal with immigration. The question of settling the North West is one that is fast approaching a solution. Delays will occur before the incubus of the Hudson's Bay Company will be removed, and before a government has been organized for that region. But with the late Province of Upper Canada it is different. We single out this Province because immigration is westward, and because Ontario always felt the want of immigration more than any other Province, and because she always maintained that once she was freed from Lower Canadian control, she would move swiftly in the path of progress and set an example to all the other Provinces. She now has an opportunity of fulfilling all those promises. She feels the want of immigration as much as ever. She sees the neighbouring States swallowing up emigration at the rate of two hundred thousand or quarter of a million a year. She wants her share of the surplus population of the world. She knows that if a single emigrant is worth a thousand dollars in gold to the States, he is worth as much to Canada. She believes she has as much if not more to offer the emigrant to come and settle here than the States have. She long bewailed the manner in which the Crown Lands were managed. She now has entire control over that department. She can reform its costly and cumbersome machinery. She can do away with red-tapeism, and send all the drones living in idleness in the cells of the Department about their business. She can readily reform the old system of monopolies and insist upon the public lands being made conducive to public ends. She has long advocated free grants of lands; she can now insist upon that policy being adopted.

If all her former professions are not a sham we expect to see Ontario go heartily into the immigration question and do something. Too long has our policy as a nation been to wed ourselves to routine, and to deliver ourselves into the hands of effete departmentalism. We have seen with envy as well as admiration, what the States are doing to promote immigration. We have seen success crown their efforts, and we have seen all our efforts end in failure. Yet we never adopted the policy followed in the States. We never made the efforts they made to win over emigrants. We never held out the inducements they held out to the surplus population of the world. Is it any wonder then that we have failed and our neighbours succeeded? We have been land jobbers and dealers in monopolies ever since the days of the old Upper Canadian family compact; and now we ask who is the richer for it. If any one has grown rich we know not of it. They might have been rich once; certainly all the descendants of the monopolists and exclusionists and jobbers are poor enough now. And without doubt the country is the poorer also.

There would be another tale to tell if a different policy regarding the public lands had from the first been followed in Canada. If we had from the beginning devoted land to its legitimate use, the nourishment of the people, if we had not driven emigrants away by our illiberal laws, the population of Canada would be double and treble what it is to-day. It is never too late to learn, however. We have been confessing our sins these many years past. It is now time to show that our repentance is sincere. The Province of Ontario has been loudest in this matter; and now she has the opportunity of doing something. Her legislature meets in a few days. Will she speak out; or will she ignore the subject of immigration altogether? Will she declare her preference for free grants of lands to emigrants; and put her foot down upon monopolies? Time will shortly tell.

The fate of the Dominion, however, does not depend upon Ontario. She will be responsible for her own local affairs, that is all. The Parliament of the Dominion will have to deal with the more important question—the settlement of the North West. There a new state of things will have to be dealt with. There are no existing land monopolies—once the Hudson Bay Company is swept away. There is no Crown lands department with its expensive machinery and its obstructive policy. What there will be, when the territory is organized cannot be predicted. We can only hope that the errors and blunders that have diverted immigration from Canada will be avoided, and that the wise and enlightened policy which has in a measure contributed to people the United States

will be followed. Talk of statesmanship, the true statescraft for this country is to increase our population. Such a policy will add to our wealth, lessen our public debt; it will be the best defence against the United States or any other country—better than stone walls and trenches. Besides this question, properly considered, almost all others become of secondary importance. We are going to expend twenty millions on a railway, to connect Canada with the Atlantic, and we want to acquire the North West and extend the Dominion to the Pacific. But what return can we expect from this outlay, or of what use will be the vast territory of the North West to us if we have not passengers and traffic to carry over our railroads, and people to settle in and cultivate the great country we are about to acquire. We press this subject upon the attention of the House of Commons, especially upon those leading members who take an interest in the North West. It is a matter that affects the whole Dominion, Nova Scotia and New Brunswick, as well as Quebec and Ontario. Despite Mr. Howe's weak objections, Nova Scotia would be better off than she is to-day if the trade of ten or twenty millions of people were poured into Halifax. And with a proper immigration policy what is there to prevent this consummation being realized from British America alone?

### THE POSTAL BILL.

WE have already given expression to our views on the subject of the rates of postage to be adopted throughout the Dominion, and laid down as a governing principle that no revenue should be obtained from the Post Office Department, but that the mail service should be as little costly to the public as possible. We find the same view expressed in the columns of the London *Daily Telegraph*, a paper of influence and of very large circulation, in an article referring to the proposed scheme for having the ocean mails carried by unsubsidized lines of steamers. The following is what the *Telegraph* says:—

"Even if we believed that there existed no further necessity for the continuance of the subsidy, we might be permitted to express a regret at the injury which an act of national economy, such as that which was contemplated, would inevitably have inflicted on one of the grandest enterprises of which British industry can boast. The Cunard line stands in the highest rank of our mercantile marine. At any given moment some half-dozen of the splendid steamers which belong to the world-famed company are plying to and fro between the shores of the Old World and the New. For upwards of a quarter of a century these boats have traversed the Atlantic, and throughout their countless voyages they have never lost a vessel or sacrificed the life of a single passenger. Among the historic maritime disasters which fill the records of mid-Atlantic travel none is to be ascribed to the Cunard line, which has made more and quicker passages than all the other Anglo-American lines put together. Many lines have attempted to compete with the Cunard in point of speed; but it is notorious that all have failed. Others have succeeded only by carrying passengers at cheaper fares, by offering poorer accommodation and by going at a slower rate. It is the extra knot or two per hour which constitute the chief expense of oceanic travel; and it is tolerably certain that if the Government subsidy had been withdrawn, the Cunard boats must have made up for their diminished revenue by reducing the present speed, and making less liberal arrangements on board ship. In itself, that would have been a misfortune. If there is one enterprise which more than another keeps up the prestige of England across the Atlantic, it is the Cunard fleet of steamers plying under the Union Jack. But we have a right to ask whether the postal service across the ocean could be equally well performed if we were to leave the Cunards to compete with other lines on equal terms. The Post-office authorities, as we understand their case, have argued that by paying so much per letter instead of by giving a subvention, a considerable gain would accrue to the postal revenues. No doubt, that fact is satisfactory; but the main object of the Post-office should not be to show a good balance-sheet at the end of the year. Of all unjust and uneconomical ways of raising a public revenue the most absurd is a tax on correspondence; and the simple meaning of the Post-office returns showing an excess of from one to two millions is, that that large amount has been raised by unnecessary taxation from the British letter-writing or letter-receiving public. It is impossible to regard any section of our postal system apart from all the rest; the object being, not to derive a revenue from the transmission of letters, but to send them as speedily and cheaply as possible to all parts of the world. The immediate result of withdrawing the subsidy from the Cunards would probably be to increase the average length of the passages between the two worlds by some two or three days, with a corresponding decrease in the safety and comfort of the journey. This loss—which would be a loss to the general public both of England and America—would be poorly compensated by the fact that the St. Martin's-le-Grand balance-sheet would show a few thousand additional pounds of profit. The question concerns both countries alike, and we hold that part of the Cunard subsidy should fairly be paid by the United States Government. But, in any case, to have deprived our mercantile community of the advantage of rapid and regular communication with the New World, in order to increase the surplus of the Post-office, would have been penny wise and pound foolish."

### TRE EXCISE AND CUSTOMS' DUTIES.

THE following resolutions were adopted in Committee of Ways and Means:—

#### EXCISE.

1. That it is expedient to repeal the several Acts in force in the Provinces composing the Dominion of Canada, imposing or providing for the collection of duties of excise, on Spirits, Beer, Tobacco, and on goods manufactured in bond out of dutiable articles, or otherwise subject to duties of excise in any of the said Provinces, and to substitute other duties and provisions common to the whole Dominion.
2. That it is expedient to impose, on spirits manufactured in Canada, a duty of excise of *sixty cents* for every wine gallon of such spirits of the strength of proof, and so in proportion for any greater or less strength than the strength of proof, or for any greater or less quantity than a gallon.
3. That it is expedient to impose on malt manufactured or made in Canada a duty of excise of *one cent* for every pound weight.
4. That it is expedient to impose on fermented beverages made in imitation of beer or of malt liquor, and brewed in whole or in part from any other substance than malt, manufactured or made in Canada, a duty of excise of *three cents and a quarter* for every wine gallon.
5. That it is expedient to impose on tobacco manufactured in Canada the following duties of excise, viz:

On Cavendish tobacco, snuff, and on manufactured tobacco of all kinds, except cigars and common Canada twist, for every pound weight, or less quantity than a pound weight, *ten cents*;

On common Canada twist, otherwise known as *tabac blanc en torquette*, being the unpressed leaf rolled or twisted, and made from raw tobacco, the growth of Canada, for every pound weight, or less quantity than a pound weight, *five cents*;

On cigars per thousand, according to the value thereof as hereunder, viz:

Value not over \$10 per 1000.....	\$1.00
“ over \$10 but not over \$15 per 1000....	2.00
“ over \$15 but not over \$20 per 1000....	3.00
“ over \$20 but not over \$40 per 1000....	4.00
“ over \$40 per 1000.....	5.00

6. That it is expedient to empower the Governor General in Council to authorize the manufacture in bond of goods manufactured wholly or in part out of articles subject to duties of customs or excise, and to impose on goods so manufactured duties of excise equal to the duties of customs to which they would be subject if imported from Great Britain and entered for consumption in Canada, and to provide that whenever any article, not the manufacture of Canada, upon which a duty of excise would be levied if manufactured in Canada, is taken into a bonded manufactory, the difference between the duty of excise to which it would be liable if manufactured in Canada and the customs duty on such article if imported and entered for consumption shall be paid when it is taken into the bonded manufactory.

7. That it is expedient to provide that the duties of excise mentioned in the preceding resolutions shall be imposed and payable (instead of the present duties of excise) on all goods manufactured or made or taken out of warehouse for consumption, on or after the 12th of December instant, and on all malt manufactured or made before the said days; and that no duty of excise shall be payable on beer made on or after the said day wholly from malt on which a duty of excise has been paid or is payable, a duty of excise of three cents and a quarter per gallon being payable on beer brewed or in process of brewing on the said day from malt on which no duty of excise has been paid.

8. That it is expedient to provide that no person shall carry on the trade or business of distiller, brewer, malleter, tobacco manufacturer or bonded manufacturer, unless he has obtained a license for that purpose, and that the following sums shall be payable for such licenses, viz:

For a license for distilling and rectifying, or either, by any process, two hundred and fifty dollars;

For a license for malting, two hundred dollars;

For a license for brewing—or for manufacturing tobacco—or for manufacturing in bond, fifty dollars.

#### CUSTOMS.

1. That it is expedient to repeal the several tariffs of duties of Customs now in force in the Provinces of Quebec and Ontario, Nova Scotia and New Brunswick respectively, and to substitute one uniform tariff for the whole Dominion of Canada.

2. That it is expedient to provide that the following articles shall be subject to the specific duties of Customs set opposite to them respectively, that is to say:

GOODS PAYING SPECIFIC DUTIES.	Duties.
<i>Spirits and strong waters, viz.:</i>	¢ c.
Brandy, gin, rum, whiskey, spirits of wine, alcohol, bitters containing spirits, vermouth and other spirituous liquors of whatever strength, not otherwise specified, on every gallon, and so in proportion for any greater strength than the strength of proof by Sykes' Hydrometer, and for every less quantity than a gallon.....	0 80
Cordials, per gallon.....	1 20
Perfumed spirits, per gallon.....	1 20
Tinctures, per gallon.....	0 30
Ale, beer and porter in casks, per gallon.....	0 05
“ “ “ in bottles (4 quart or 8 pint) to be held to contain a gallon per gall....	0 07
Crude petroleum, per gallon.....	0 06
<i>Oils, viz.:</i>	