

A Dominion Lloyds.

Our readers need not be alarmed at the sight of this heading which has been seen in the press so much of late, for we do not intend to inflict upon them a long article on a subject on which most of them have already made up their minds. Yet we may be permitted to say, that we are at a loss to understand the cause of the frightful amount of feeling that has been shewn in opposition to the proposal to have Canadian vessels surveyed and rated by government officers. If there is a conspiracy on foot between any Lloyd's surveyors and other parties to give our ships either a higher or lower rating than they deserve, the sooner the public know it the better, if, on the other hand, the present classification is honest and fair, what harm can result from there being a government inspection? As to the argument that such an inspection would be controlled or influenced by favoritism, we hold such ideas to be childish in the extreme. We have government inspections now quite as important as that of shipping, and more so in fact. The inspection of steamboat boilers is one of the latter, yet who supposes that the test is influenced by the politics of the steamboat owner. What inspector asks whether it is Liberal or Conservative flour he is called on to pronounce upon? Yet wholesome flour for the people, and sound steamboat boilers are quite as important matters, as staunch ships. The fact is this whole argument against inspections by government is a sham and a fraud, and would never have been heard of were there not some selfish but hitherto concealed interest behind it. We entrust the government with the expenditure of over twenty millions of dollars yearly, we place the most sacred trusts and interests in their hands, yet we cannot allow their officers to judge whether the timber that goes into a ship is rotten or sound, or whether the bolts in her are driven through honestly, or are only worthless heads like some of the members of the Board of Trade!

But we are told that England has no system of government inspection. England seems to be moving pretty rapidly towards such a system, but the example of England in this matter is nothing to us. We have many things England has not got. We have a simple system of conveying land, and of registering titles which she is still without. We have a just and simple mode of dividing intestate estates in which she is lacking. We have a department of Marine and Fisheries, efficiently conducted, while England entrusts the same interests to a mongrel Corporation called the Trinity House, which has always been behind the age. There is therefore nothing in the fact of England not having a national inspection of shipping to influence our action in such a matter. If the law is a good one, it is sufficient

to let it rest on its own merits, without quoting the precedents supplied by other communities.

The Victims of the Northern Pacific.

Two years ago it was predicted by a magazine writer in the United States, that in ten years the Northern Pacific Railway would be regarded as the most extraordinary instance of human credulity known during the present century. Already the prediction has been fulfilled. The collapse of that great company which was to build a line that would convey over it all the riches of the orient—that was subsidised by a land grant nearly as large as England, Scotland, and Ireland combined, and supported by the most widely known and successful financiers in the United States, has at length re-called reason to her throne. But in the mean time thousands have been ruined, and those thousands, not business men who might be able to retrieve their losses, but people of small means, clergymen, widows, orphans and others, who lured by the specious promises held out by the company, invested their little savings in this bogus concern. We all remember how persistently this scheme was obtruded on the notice of the public; books, pamphlets and maps, full of statements as to the climate, soil, and resources of the territory were industriously circulated all over the Continent and in Europe. The territory through which the line was to pass was a perfect Eden for fertility and resources, and its climate was described as a combination of all that was desirable for the growth of plants and for the health of man. It is needless to say that this vast and imposing superstructure of lies deceived many persons, and when to these statements were added the hypocrisy of scheming agents, who pushed the sale of their bonds by all means, even using the sacred influence of religion to effect their vile object, clothing themselves in the garb of sanctity, while they robbed the widow and fatherless, praying and picking pockets at the same time, when all these influences were combined, and the hook adorned with the golden bait of high interest, it is not surprising that thousands invested in these worthless bonds.

It is a thousand pities that the arm of the law is not long enough and strong enough to reach those parties, who thus deluded men and women to their ruin. We regret to say that many persons in this province, who could ill afford it, were thus deceived. The truth is, however, out at last, and it is just as well it should be known. There is not the remotest prospect of the Northern Pacific Railway being built during this century, or of the holders of its bonds ever receiving one cent for their investments. General Hazen, a United States army officer, who has lived

years on the plains, describes most of the land through which the line will pass as "a wild desert," and a special correspondent of the *New York Tribune* compares it to the desert of Sahara. General Hazen says no man would give a penny an acre for the territory; so the holders of the Northern Pacific bonds can understand the value of the security for which their bonds were given.

The Government Railway Bill.

The following are the lines which according to the Government Railway bill, are to receive a subsidy of \$5000 a mile.

From Saint John, following as nearly as practicable the former route surveyed for the European and North American Railway by Mr. Goodwin, to the line of the New Brunswick and Canada Railway, and thence by a branch or extension to the Town of St. Stephen, the latter being a continuation of the first mentioned line.

From Fredericton or St. Mary's through York and Northumberland to some point on the Intercolonial, in either Nelson or Derby Parishes, in Northumberland.

From Fredericton or St. Mary's to a point at or near the head of Grand Lake; also a railway in continuation of the same from the head of Grand Lake until it intersects the European & North American (Government) Railway at a point between Norton and Petitcodiac; and also a line from the head of Grand Lake until it intersects the Intercolonial at some point Welsford Parish, Kent.

From a point at or near Waasis Station on the Fredericton Branch Railway to the mouth of the Oromocto River, or to a point on the St. John at or near the Court House of Sunbury County.

From Gagetown to some point on the European & North American Railway (westward) at or near Welsford Station.

From St. Martins, at Quaco Harbor, through Upham and Hampton Parishes to some point on the European & North American (Government) Railway, at or near Hampton Station.

From Cape Tormentine to some point on the Intercolonial Railway to the westward of the Missequash River.

From a point at or near Petitcodiac Station on the European & North American (Government) Railway to Elgin Corner Albert County.

From Richibucto, Kent County, to some point on the Intercolonial at Welsford in the same County.

From Richibucto, Kent County to some point on the Intercolonial at Welsford in the same County.

From Caraquet, Gloucester County, to some point on the Intercolonial in Bathurst Parish, in the said County.

From Tobique Village or mouth of Arnostock to American boundary line. Also, a bonus of