

## ELECTIONS IN ANGLO-SAXONDOM.

### AFTER THE ELECTIONS.

**I**FVE English speaking countries have held elections within the last six weeks. In four of them the Governments have been sustained. In Victoria, Australia, alone has the Opposition proved strong enough to win. Australia is almost like France in its passion for change. Hitherto Great Britain has swung toward the Opposition at each election. The United States and Canada have never been given to changes.



### GREAT BRITAIN.

Besides the approval of the war and the strength developed by Chamberlain, several interesting things were brought to the surface by the whirl of the elections. The boroughs in England have turned Conservative even in Lancashire and the North. Scotland has been carried away by the new Imperialism and for the first time since Gladstone's appearance, returned a Conservative majority. Wales, on the other hand, has become more Liberal. In Ireland the most noteworthy changes have taken place. William O'Brien has brought back a united party—Tim Healy, the thorn in the side, excepted. If John Redmond, the nominal leader, or William O'Brien, can show the strength of Parnell, Ireland may again block legislation at Westminster. Redmond represents the Young Ireland party, that cares nothing for the ecclesiastics, but is intensely Irish.

A new feature in the Irish elections was the selection of candidates by local conventions in place of the old custom of receiving the candidates sent down by the Central Committee. This makes for strength so far as popular favor goes, but destroys the solidity of the party as a fighting contingent in Westminster.

The Irish professions of sympathy with the Boers have driven even the staunchest of their old friends among the Liberals to repudiate the Home Rule Alliance. This is one of the features of the great change that has taken place in the Liberal party. The Imperialists with Roseberry, Asquith, and Grey at their head, have become the ruling section. The old Liberalism personified in Morley or Leonard Courtney, that made a fetish of freedom—freedom from restrictions social, political, educational and economic—and that dominated Great Britain from the thirties to the eighties, is passing away, and a more socialistic brand is taking its place. In all probability Britain's most cherished belief—the doctrine of free trade—will soon follow its fellows.

### THE UNITED STATES.

Free Silver in the East, and Imperialism in the West, gave McKinley his majorities. Perhaps the most significant thing was the West's indifference to the pleadings of the representatives of the older America—the America that declared for the Monroe doctrine and renounced world-wide policies. But Imperialism is as potent a charm for the Sons of Liberty as it is for the German, Russian or Briton.



### CANADA.

East of the Ottawa River the Liberals predominate, West the Conservatives. Prosperity neutralized the effect of the 'Yukon,' 'Emergency Ration,' and 'Cook' charges. These however told in the West. The success of the mining industry was a great factor in the East.

But greatest of all was the French-Canadians' admiration for Laurier. It almost swept Quebec. It converted large hostile majorities in all but four constituencies in New Brunswick and told in Nova Scotia, Manitoba and the West.

For over a quarter of a century, Canada lived under the shadow of a great personality—Sir John A. Macdonald. To-day Sir Wilfrid Laurier bids fair to rival him in fascination. The Liberal leader is happy in having Tarte as a foil. The shafts of the enemy are seldom aimed at the leader but at his French Lieutenant. It was Tarte in Ontario, Tarte in New Brunswick that was so eloquent for the Opposition, and to-day Tarte hails Clarke Wallace, the Orangeman, as the leader of the Conservatives.

May our Canadian statesman not forget that the old feud between Upper and Lower Canada nearly led to civil war and was only put to one side by the ambitious dream of a great Dominion stretching from Ocean to Ocean. Conservative statesmen in Ontario should aim at winning French support and Liberals in Quebec should be more considerate of their western neighbour.



### NEWFOUNDLAND.

The contest was between the country and a company—at least so the people thought. Reid's vast projects required more capital. This he intended to secure by forming a joint stock Company, should the Colony approve. Should it not grant approval, failure threatened; and with it the reversion of his vast interests to the Government. The Government seemed to think it better for Reid to fail than the country. And so the people thought. But will the country be opened up and its vast natural wealth be developed as rapidly and as fully?

ONLOOKER.

## STEEL SHIPBUILDING IN HALIFAX

### Some Suggestions Regarding a Prospective Market for Ships.

The *Maritime Mining Record* in a recent issue makes a point in favor of steel shipbuilding in Halifax. A quotation will serve to bring out the idea contained in the article referred to. It says:—"Granted that we have the men and the money, and all the requisite material, are these all that are wanted? Is there not one other thing without which it may not be hoped to carry on the business in competition with the Clyde or Newport News? Have we the climate? Could iron shipbuilding be carried on all the year round on Sydney harbor or Pictou Landing. How about the launching of vessels when the coast is ice bound and how about the handling of cold chisels, etc., with the thermometer at zero? We are afraid our long and severe winters will, if they do not prove insurmountable obstacles, at least present serious difficulties to the profitably successful carrying on of the business. Of course there is little that is wholly impossible, and it may be that large sheds could be used, under cover of which vessels could be constructed. This would obviate one difficulty, but what about our frozen waters? The answer to that is, build at Halifax. It may be contended that Halifax is too far removed from the material. There is little in that objection as perhaps the largest ship-builders in the world, Harland and Wolfe of Belfast, have to transport all their material by water, there being neither coal nor iron in Ireland."

With regard to the point raised against Nova Scotia on the score of climate, we think that it surely cannot be a very serious consideration. Our people are accustomed to the cold, which is a very important thing, and in any case the temperature in Halifax during the winter months, cannot on the average be much lower than it is on the Clyde. From the fact that practical men have looked upon Nova Scotia so favorably we are inclined to think that the obstacle cannot be very serious at all events. The advantage of Halifax being an open port all the year round and the fact that absolute proximity to fuel and material is not essential, are the two facts in the *Record's* article that are worth remembering.

While we are on this subject it is worth something to people who are thinking along this line that they should know some chances for business that a steel shipbuilding plant in Halifax would have. The building of a steamer to replace the *Newfield* is a practical suggestion and would prove a good starter. After that, as Mr. Brookfield pointed out a few weeks ago, the West India trade and the fishing industry should prove sources of demand. One important thing up to this time we believe has been overlooked. At least we have not yet seen the suggestion made that the coal industry ought for a number of years to require quite a number of new carriers, which alone would be sufficient to keep one if not several ship yards busy all the time. We are told that next spring eight new collieries will be ready for business in Cape Breton county and five in Inverness. This latter fact is significant. It not only means a vast expansion of the coal industry and a consequent growth of prosperity in the province, but it suggests that there will be a market right in our own province for steel vessels that might as well be built by our own people as by people in other countries.