

the practice of adopting them from the assembled wisdom of the city or township, in fact it is in those places such questions should arise, while to the higher council belonged the right of discussing their adoption or rejection.

In connection with this subject, to-day's issue of *The Review* contains a letter which appeared in the *Ottawa Citizen* of the 7th inst., giving a synopsis of the report of the "complimentary dinner" by His Worship the Mayor (H. J. Friel, Esq.) to the members of the Corporation and the leading men of this City on the 1st July, which bears directly on the principles laid down in the opening paragraph of this article. The very able speech of His Worship pointed clearly and distinctly to the policy which this country must pursue if she is ever destined to attain the position voluntarily accepted by the act of Confederation.

With a territory extending from the shores of the Atlantic to the Pacific, and from the shores of the great Lakes to the Polar seas, the Dominion of Canada requires all the energy of its Statesmen and the enterprise of its people to develop resources as gigantic as the land from which they are derived.

It is to be feared that the magnitude of the interests to be dealt with will bewilder the people, paralyse the Statesmen, and render the enterprise of the country abortive from the want of a true knowledge of its actual necessities, but His Worship met this objection by stating: "when Statesmen will deal with half a continent they must not be surprised at the magnitude of the interests created, nor the questions necessary for their development. The Mayor specifies three great undertakings which are absolutely necessary to keep the Provinces of which the 'Dominion' is composed together—the Intercolonial Railway—the Ottawa Navigation, and the Atlantic and Pacific Railway through British territory. To the most superficial observer all those measures are necessary—the first because it gives Canada proper direct communication with the Maritime Provinces which might have been obtained when the Grand Trunk Railway was constructed, if Canadian politics could have risen above the role of those of a township council. The second because it is necessary to the settlement of the country to the Northwest of its course to the development of its commercial relations, and finally it is necessary for its defence. The third because it is impossible to maintain any relations with that portion of British territory lying to the North Westward of Lake Superior without railway communications, and also because it is the necessary consequence of constructing the first and second great works.

It will be well to study the actual condition of the Dominion—its inhabited portion extends from Halifax to the head of Lake Superior, and may be described as a belt on the shore and Lake frontier of about fifty

miles wide—originally peopled by the gallant loyalists which the successful rebellion of the United States compelled to seek new homes, and by French military settlers; its development and increase bore no proportion to that of its formidable rival, and it is only since the era of great undertakings, such as the Rideau, Welland, and St. Lawrence Canals, that immigrants have been at all attracted to the country—the Railway system of the Provinces, so far as developed, have also tended to the same end—but since the completion of the Grand Trunk the commercial flow of population has nearly ceased, so much so that of 48,000 immigrants passed into Canada in 1867, only 4,500, or a little over 9 per cent, remained as settlers.

The development of the United States is due to the system of Public Works by which their territory has been opened as soon as explored—a concession of land was granted to each Railway undertaken—and thus a premium offered to investment of capital which was soon to draw the required labor in its train. It is evident Canada must pursue a similar course to effect a corresponding object. Nova Scotia has an unlimited supply of the best coal, but is deficient in breadstuffs and labor, the Intercolonial Railway will help to supply the latter, while the Ottawa Navigation will shorten the voyage between Halifax and Chicago by one third.

Without the Northwest territory the value of Confederation would be represented by a negative quantity, and the ultimate fate of the United Provinces would be absorption into the States, but the interests of Great Britain demand that uninterrupted communication should exist between the Atlantic and Pacific through her own territory; therefore the acquisition of the country to the Northwest of Lake Superior will compel the construction of the Pacific Railway, which will measure from Montreal to Puget's Sound 3,500 miles. The construction of 850 miles of this Railway (400 miles of which would lie between the shores of Lake Superior and the head waters of Rainy Lake, and 450 from the head of navigation on the Saskatchewan to the same point on Fraser's River), with the improvement of obstructions in the navigable line of waters, would open direct communication throughout. For by way of the Ottawa, Fort William on Lake Superior is 910 miles from Montreal, and from Rainy Lake to head of navigation on the Saskatchewan would be 1740 miles, making 2,650 miles of navigation and 350 miles of Railway. The cost of these measures would be—Intercolonial Railway, say £5,000,000 sterling; Ottawa Navigation £5,000,000 sterling; 850 miles of Railway at £10,000 sterling per mile; £8,500,000 sterling and £5,000,000 which would be necessary to open the navigation on the Lakes and Saskatchewan, making a total of £23,500,000, which circumstances point out should be invested as soon as possible. This measure would leave 2,650 miles of the Railway to be built

at a cost of £26,500,000 sterling, making in all nearly £50,000,000 which must be expended before the future of the Dominion can be assured.

In good truth His Worship the Mayor has carved out a nice piece of work for the Statesmen of Canada, and yet it is perfectly evident that all those projects must be undertaken within a very limited period. It is not too much to claim that the masterly sketch of the Policy necessary for the future of this country by the worthy Mayor, is that which must be adopted if Canada is to remain an appendage to the British Empire, or if its prestige will still be sufficient to urge its Statesmen to broad and enterprising views coincident with its true interests,

"THE LAST OF THE MONIANS."—The steamer *Bay State*, forming one of the American Express Line of steamers on Lake Ontario is now carrying the British flag above the American. She was purchased last winter by the Canadian Inland Steam Navigation Company, and this change of ownership renders the change of flags necessary. From time to time different passenger steamers running on this lake have made a similar change, so that there is not now a single passenger steamer running on Lake Ontario under the American flag. The *Bay State* was the last on the list. We commend this fact to the notice of those who are perpetually boasting of Yankee push and Yankee enterprise.—*Toronto Telegraph*.

It is to be regretted that the absurd system of "Coasting laws" persisted in by the politicians of the United States should lead to the deplorable results which the above paragraph indicates. The extinction of a rival interest in trade is far from being an unmixed good in the country, it is an evil of grave character. Free trade demands ceaseless competition, stimulating industry, and wherever a system of fiscal regulations exists contrary to those conditions the results as above chronicled may be looked for. It is of very little advantage to a people if individually they are pushing and enterprising while their Government hangs like the "old man of the sea," a dead weight on their shoulders.

No greater mistake could have been made than to suppose the Canadian people were without enterprise. Hitherto, they have been poor isolated Provinces without capital and sparsely peopled. Now in the new career opened out to them, it will be the duty of their statesmen to keep ahead of the wants and requirements of the country, and provide at once capital and labor for its development.

The political problem to be solved involves no difficulty, English capital will be embarked more freely in British enterprise than in foreign. The object is to induce its investment, meantime it behooves the country to be thankful, that its mercantile community is equal to any emergency which may arise.