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Aguinaldo It has a somewhat fishy look, or
an odour, that the leader of the Phil-
American Citizenippine rebels against the authority
of the United States in those islands, took the oath of
allegiance to that country immediately after his capture.
It is said right out that the dramatic sensation of
Aguinaldo's seizure was what, with more force than
elegance, is called "a put up job." Whether he was
"a rebel," or an illustrious patriot is being debated by
the American press, as it will be for generations, just
as to this day it is discussed whether William of
Orange was a usurper or lawful, constitutional King
of England. Such questions have no practical issue,
they are merely academic. If the titles of all existing
potentates were strictly investigated and no allegiance
regarded as due to those in whose titles there were
found to be a flaw, the whole of Christendom would
be thrown into chaos. The wise man recognizes facts
as they exist, and leaves merely theoretic, speculative
questions severely alone. The title of the States to the
Phillipines is as good as Spain held, and as good as
Aguinaldo's followers claimed—that is, both were
based upon force. Some write and talk as though
each country had title deeds, like a lot of land, the
fact being that the sword won the territory of every
nation, and under the power of the sword every or-
ganized government has held its authority from im-
memorial time.

Quebec The possibility of navigating the waters
as a Winter connecting the St. Lawrence with the
Port. open sea, during the winter, is being
tested by a vessel specially equipped for the experi-
ment, the progress and course of which have for some
time past been publicly exhibited on a large chart.
The possibility of the Straits of Belle Isle and the
Gulf of the St. Lawrence being navigated in winter,
and, indeed, the channel up the river to Quebec, has
never been denied, if certain conditions were observ-
ed. The North-West passage of the East, in like

manner, has been demonstrated to be navigable, also
under certain conditions. That is not a question
worth debating. It may be conceded that steamers
can force their way to and from Quebec to the Ocean
in winter. The only practical question is, would
vessel owners venture their property in such an enter-
prise, so far as to cause the channel to become recog-
nized as a safe and profitable course for ocean steam-
ers in winter? The vessel we refer to has been plod-
ding along in the waters, north of Anticosti, long
enough for a voyage to and from Europe. Manifestly
such voyages would not be undertaken for commercial
purposes, they are merely scientific explorations, not
mercantile trips. The fate of the "Gaspesia" on her
first voyage killed the project to establish a winter
port in the Bay of Dalhousie. To those who wish
Quebec to be a winter port, we say, "solvitur ambu-
lando." Let them charter or invite an ocean steamer
to bring out a cargo from Liverpool to Quebec next
winter, say in January or February, and so bring the
question to a practical test. Mere assertions that the
channel from the sea to Quebec is available for steam-
ers all the year round, have no weight. They are
merely boastful opinions, unsupported by any rele-
vant facts or testimony, but contrary to all the evi-
dence hitherto collected and all the facts known. If
Quebec wishes to be a winter port there is nothing
to prevent the desire being gratified, except the re-
fusal of vessel owners to bring their steamers up the
St. Lawrence in winter. Why are they so obstinate
in avoiding that route? If Quebec has such great
natural advantages as a port over Montreal how came
it to pass that those advantages had no effect in retain-
ing trade? Quebec, not many years ago, had a prac-
tical monopoly of the shipping business of the St.
Lawrence. Goods for Montreal coming from Eng-
land or any foreign country were all entered at the
Quebec Custom House. Montreal importer had to
clear their goods at Quebec as the entries at its port
were then too insignificant to need a Custom House.