

him to tell, as a consequence, vote to keep the Premier in the chief place in the Cabinet. Either this statement ought not to have been made, at this stage or it ought to have been followed up by some such action as the words used would suggest, if there were any excuse for their utterance. On another point, Mr. Taylor had more excuse for speaking. He called attention to the fact that Lord Strathcona had "telegraphed to be put down for \$10,000, and for \$20,000, if necessary, at the head of a list for a presentation to the First Minister." Considering the connection of the noble peer with the Canadian Pacific Railway, and the enormous grants which the company has received from the public exchequer, it is necessary to guard against the effect of indirect action here or the temptation to it. We are glad to see that, since this discussion was made public, Sir Wilfrid Laurier has declined to permit subscriptions to the proposed testimonial in his favor, to go on.

United States Consul Bell, who writes about the prospects of Australian Confederation, points out that, as most of the revenue would be raised by the general Government, customs duties would be likely to be high. High duties he confounds with protection, when revenue, under the circumstances might, and probably would, be their sole object. It is a little strange that an American should be the first to point out that protection in Australia would mean a poor chance for foreign manufactures. New South Wales is as yet a long way from being protectionist.

Preparations for war, as a means of preserving peace, in the Transvaal, still go on. The concession made by Kruger to the Uitlanders does not satisfy the latter, and does not meet the views even of those Englishmen who would be willing to take something less than what has been diplomatically described as the irreducible minimum of demand. Still it does not follow that there will be war. The concessions now offered mean, in the long run, a transfer of political power from the Boers, a numerical minority, to the English element, and the only question is how soon the change is to come, or how long it can be delayed. The change being inevitable, the sooner it comes the better, even for the Boers themselves; but it is useless to hope to convince them of this. The period of transition be it long or short, will be a time of unrest, of intrigue, of false hopes, and all these evils will be intensified if the length of time in which they have to get full play is considerable. The Afrikaner party sees the full extent of the stake at issue; shall the British or the Dutch element ultimately rule in South Africa? A people in the position of the Boers almost always overrate their strength and the follies they are apt to commit are inexplicable to lookers on. The recent escapade of Greece is the latest conspicuous folly of this kind, carried to its inevitable result. The Boers of the Transvaal have friends and fellow-countrymen, in Cape Colony, in Natal, and elsewhere in the British neighboring possessions, as well as Orange Free State. There may be some among the Boers, who so far miscalculate their strength as to think they can with impunity brave the British empire. Queensland again offers to send a regiment to the Transvaal, in case of war, to aid in upholding the supremacy of the empire, of which they form part.

Report credits the French Government with an intention to abolish the sugar bounties, in October of next year. If the intention be real, the delay is intended to break the fall of the bounty-receivers. For some time past, there has been a pretty general conviction that these bounties were doomed, and it was only a matter of time when they should disappear. The bounty was really enjoyed by the users of sugar, who got the article cheaper, though not perhaps quite to the extent of the bounty. What the makers of bounty-fed sugar got was the trade. Other makers of sugar, such as those in the British West Indies, who received no bounties, were pressed by the artificial competition; they lost practically what the British eaters of sugar, under the stimulus of the bounty, gained. The one was well content with a state of things which told in their favor; the other lamented in vain the hard conditions under which they were forced to carry on their profitless labor. They called for counteracting duties; but in British history, these duties belonged to the past, and public opinion would not sanction their revival.

INTERCOLONIAL RAILWAY.

The extension of the Intercolonial Railway to Montreal will be accomplished, under the Legislation of this session. During the delay of one year, consequent on the Senate throwing out the Bill authorizing the extension, last session, a lease operated as a substitute for purchase. This check to the purchase led to better terms, by which the public made a substantial gain. In connection with, if not as a consequence of this extension, it has been possible for the Government to make an agreement with the Grand Trunk for an exchange of traffic, by which the Intercolonial ought to benefit considerably. The Canadian Pacific has an Atlantic terminus of its own, at St. John, and it had until recently running powers over the Intercolonial to Halifax. But while this arrangement existed, the Intercolonial got more traffic from the Grand Trunk than from the Canadian Pacific; a fact which favored the new arrangement with the Grand Trunk, by which the company bound itself to hand over all its East-bound freight at Montreal, to the Intercolonial, the Government, in turn, handing over its West-bound unconsigned freight to the Grand Trunk. As originally drawn, the agreement was binding for a hundred years, without means of prior termination. A strong lobby influence was brought to bear against this feature of the arrangement, with the result that the Government can, at any time, terminate the agreement, after notice. The C.P.R. is credited with the attempt to defeat the arrangements, in which it does not find its own interest. In the past, there have been rumors that the C.P.R. was anxious to obtain a transfer of the Intercolonial, with a view of making that road a part of its own system. If ever there was a chance of this being done, that chance has now vanished.

THE DECAY OF CANADIAN SHIPPING.

The tale of the decay of Canadian shipping is aptly told in the table of statistics which we submit with this article. Lack of space alone prevents us from publishing at greater length the details of the movement which has reduced the Canadian shipping to a remnant of its