

ment more into their confidence than has been done. Had this course been pursued, this insurrection would, in all probability, never have broken out, and our embryo Governor would have been spared the very awkward position in which he is placed. Should the half breeds, with their so-called Government, persist in maintaining their position, it would be well if the Imperial Government were permitted to deal with the difficulty. The territory is not yet ours, the proclamation annexing it to us has not yet been issued—in other words, the "goods" have never been delivered. We do not urge this, however, to impose a disagreeable duty on the Imperial Government, but simply because we believe that, if the insurrectionists are intractable, the latter could bring about an adjustment much more quickly and satisfactorily than we could. We would fain hope that this may not be necessary, that we shall soon hear that order has been restored, and that Gov. McDougall has been permitted to enter and establish his government. But if these hopes are disappointed, and all reasonable concessions are unavailing, then we believe it would be wiser to withdraw Mr. McDougall, and ask the Home Government to interpose its authority.

RAILWAY PROGRESS.

A DAILY contemporary recently drew attention to the fact that while Toronto is energetically promoting several railway enterprises, having for object to bring trade to that city; while Hamilton and Kingston, to say nothing of Port Hope, Cobourg, Peterborough and Whitby, are all doing something to develop their back country by the extension of the rail, Montreal has but one scheme in hand, and is not apparently pushing that as energetically as the interests of the city require. Even Quebec, which has been so much sneered at for lack of enterprise, is actually engaged in the construction of a wooden railway. The time of talking and planning with them is over, and a good deal of work has been done and is doing on the Gosford railway. Little Sherbrooke seems to be doing quite as much as Montreal, while our neighbours in Vermont and Maine, are all alive with railway agitation. If the owners of real estate in Montreal are alive to their own interests, which are those of the city, they will sleep over the matter no longer. They must undertake the initiation and a considerable portion of the burthen of starting these enterprises, seeing that theirs will be the chief gain, if either added traffic is brought here or the cost of living, as in fuel, lessened so as to make the city more desirable as a place of residence. The shareholders should look for but small direct returns from railway investments. The property to be benefited should bear a considerable portion of the cost. When a certain proportion has been raised and spent by them, the bonds issued for the remainder become fair objects of investment to commercial or moneyed men. Previous experience has taught this; but it has also taught that there has been great waste and extravagance in construction—that with due economy even ordinary, unprivileged stock may be made to pay something. There are immense deposits now lying comparatively idle in the banks, or engaged in fostering a trade which has already outgrown the wants of the community, and has, therefore, been for some time past in an unhealthy state. So much of this as belongs to real estate owners here, were much better applied to railway enterprise. This would re-act upon trade and give it health and strength again, while enhancing the value of property. They will find it a much better use for their money than dabbling in gold or fancy American stocks.

Negotiations are going on, we believe, between the Montreal Northern and the Canada Central Railway Companies, to make the former a section of the latter scheme. If proper terms can be obtained, the arrangement is desirable for both parties. If the delay in pushing on the Northern has arisen from the negotiations for a change from a short wooden colonization railway to a link in a great route across the country, it will prove to have been wisely and prudently incurred. We believe that some question has arisen about the gauge to be used. We are satisfied that that of the Grand Trunk and Great Western was a mistake, and that of the old Champlain railways a wiser and more economical one. In building our Pacific Railway around Lake Superior, it would be absurd to use the broader and more expensive gauge. The Canada Central should look to this in time. It will not pay to build it as a mere feeder to the Brockville and Ottawa, and accept, therefore, the gauge of

this branch as determining that of the great thoroughfare. It will be much better to change the gauge or lay down a third rail along that portion of the Brockville and Ottawa, which runs along the route of the Canada Central, and will form part of it. The importance to Montreal of access by a direct route to the settlements growing up in Northern Ontario can hardly be over estimated. The Canada Central will give this, and will prove a link of the Canadian Pacific as well, just as the Grand Trunk has given us ready access to Southern Ontario and the Western States. But it will bring to Montreal this Northern traffic, not filtered through two or three competing points on Lake Ontario, as is the case with our present great railway.

The Canada Central must apply to Parliament for a renewal of its charter. The fact that it connects two Provinces, takes it out of the power of Provincial legislation. But the lands are the property of local authorities. The question arises whether the domain of Ontario is so affected by the old charter, that its continuance would continue the grant also, seeing that the lands of Canada within Ontario, came to that Province subject to all these incumbrances. The question is a pretty one for legal gentlemen and lawyers to squabble over. We leave it in their hands. We believe they will be called on for a decision.

COMMERCIAL RELATIONS WITH THE UNITED STATES.

MUCH comment has taken place in the United States upon a recent Washington despatch, in which it was stated that our Dominion Government threatened retaliatory measures, unless a new Reciprocity Treaty were speedily agreed to. This is a point of vital importance to the people of Canada. It appears that our Government has not done or said anything on the subject of Reciprocity since the discussion during last session of Parliament, let alone making threats of retaliating upon our neighbours for their injurious commercial policy. But we think it must be apparent to all sensible Canadians, that the present one-sided and unfair tariff regulations, which give the United States free access to our markets, but shuts us out from theirs, cannot be much longer allowed to continue. Retaliation is something quite foreign to the feelings both of our Parliament and people. No tariff, we feel quite certain, will ever be enacted in this Dominion from that motive. But, at the same time, our neighbours must expect us to shape our commercial policy so as best to promote our own interests, and the feeling is fast gaining ground among the masses of the people, that unless the commercial favours which the Americans now receive from us are reciprocated, they must soon come to an end.

Since the old Reciprocity Treaty lapsed, our commercial policy towards the United States has continued much the same as before. This policy has been pursued, because it was believed that as soon as our neighbours tided over their worst financial difficulties arising from the war, they would be prepared to agree to a treaty, and at the same time acknowledge the conciliatory policy we had pursued. But it is just a question if our conciliation has not been misunderstood and if in continuing to allow the Americans free access to our markets without securing any favour in return, we have not shut the door against bringing about more satisfactory trade relations. However this may be, there is a strong feeling arising throughout the Dominion against the present tariff arrangements. Many hold that gross injustice is being done to our own people, that we have now waited long enough for the United States to move, and that the time has come when we are not only justified, but are bound in the interests of our own country to strike out a new and bolder policy. This feeling is, we believe, not so strong among the politicians as among the people themselves, but we feel assured it will find marked expression during the approaching session at Ottawa.

Our Government never defended our tariff arrangements with the United States, except on the ground that the unfairness would only be temporary, as our neighbours would soon reciprocate. These hopes have been disappointed, and we therefore ask what sense is there in continuing the present lop-sided system any longer? What is "saucy for the goose, ought to be sauce for the gander?" At the Detroit Commercial Convention three years ago, ex-Vice President Hamlin, of Maine, said he did not believe in *Free Trade in slices*. Well, the people of Canada

are fast coming to the conclusion, that Free Trade on our side of the boundary and Protection on the American side, is very far from fair to us. When the Americans put heavy duties on our fish, what sense is there in allowing them to use our fisheries at a nominal fee? Why not abolish the licenses, and compel American fishermen to keep out of our waters? We import some seasons as much as \$12,000,000 worth of breadstuffs, wheat, corn, &c., from the United States—why allow this produce to come in entirely free whilst our breadstuffs crossing into the United States are met with 15 or 20 per cent? Why should Pennsylvania and Ohio coal be allowed to come into Canada without duty, whilst the door is barred across the lines against that of Nova Scotia? Salt is another case in point; our Goderich salt-makers are absolutely shut out of the United States, but their Onondaga competitors can send their salt into Canada free—as they are now doing—and try to swamp them before their enterprise has been fully established. We can assure our friends in the United States, that thousands of Canadians would like to see our tariff made item for item, as prohibitory as theirs, whilst nearly all are agreed that it must be speedily revised so as to do away with the glaring unfairness which now exists.

In demanding that this change in our tariff shall take place, there is no feeling of hostility on the part of our people to the United States, or any desire for anything like a retaliatory policy. It arises simply from the public sense of justice and fair play. The present arrangement works badly for Canada, and although we were willing to bear it temporarily in hopes of another treaty, yet in view of the present American position on that question, we would not be justified on that ground in continuing it another day. We would greatly prefer complete freedom of trade between us, and if our Government is forced to abolish the fishing licenses, put export duties on lumber, and import duties on coal, salt, breadstuffs, &c., it will simply be because the restrictive policy of our neighbours leave them no other alternative. We should like to see this avoided, but we are convinced that public opinion on this question will soon influence our legislative halls, and, at least, force our Government to take some decided action in the matter.

LUNATIC ASYLUM STATISTICS.

WE last week gave some interesting particulars regarding our prisons and prisoners from the annual report of the Inspector, Mr. Langmuir, and we now proceed to do the same regarding our lunatic asylums, all of which institutions seem to be well managed. The Inspector first refers to the new asylum now being built within 1½ miles of London. Three hundred acres of land have been purchased by the Government at \$67 per acre. The plans of the building were made by Mr. Kivas Tully and are of the Elizabethan style of architecture. When completed, the asylum will accommodate 500 patients, and it is claimed that while 13 American asylums cost \$1,248 for the space occupied by each lunatic, and the Provincial asylum at Toronto equal to \$1,000 per patient, the London one will not exceed \$500 for each person it will accommodate. According to this calculation, the cost of the building, &c., will be \$250,000. We are glad to observe that there are to be wards for the better classes of patients. It has been a disgrace to us that such patients have heretofore had to be sent to private institutions in the United States like Brigham Hall, Canandaigua, because in Canada no suitable accommodation could be obtained.

The total number of lunatics in all the asylums, including the patients which the Dominion Government has allowed Ontario to send to the Rockwood criminal asylum at Kingston, is 1,080. These figures, it is well known, are far below the real number of this unfortunate class of our population, scores of whom have had to be turned away from the doors of the asylums, because they are already over-crowded. On the 30th September, 1888, the Provincial asylum, under charge of Dr. Workman, had 518 inmates; during the year, there were 77 admissions and 83 discharged, died, &c., leaving 509 at present in the institution. The net cost of the asylum for the twelve months was \$72,562. Adding on the receipts from paying patients sales of articles, &c., \$7,099 the total expenditure is shown to have been \$79,662, not counting the odd cents. The number in the Maiden asylum, on the 30th September last, was 245, and the cost last year was \$31,069; in the Orillia asylum the number was 123, and the expense \$17,411; and in the Rockwood asylum the Ontario Govern-