The Weekly Mail.

TORONTO, FRIDAY, JUNE 11, 1880.

A NEW ISSUE.

A discussion is now going on between the advanced wing of the Liberal party and the Reform section of it, in which the former is carrying the day. M. PERRAULT and the London *Advertiser* hold that a Customs Union with the United States would be in all respects a free trade measure; while the *Globe* maintains that we should keep up a revenue tariff in order to preserve our independence. From a purely free trade standpoint, the weight of argument is all on the side of the Customs Union people, for they are faithfully observing the CORDEN decalogue. Our contemporary, on the other hand, in opposing free trade between the two countries, is running counter to its principles, as the *Advertiser* somewhat offensively points out.

The whole case turns upon the question—shall we have protection and keep out of the Republic, or a Customs Union with Annexation? There is no middle way of escape. A revenue tariff is not to be thought of. It was tried for many years, and as soon as the Americans recovered from the war exhaustion, they fell upon our markets and captured them. One industry after another collapsed; capital was terrified; our West India trade vanished; and every branch of business felt the grievous inequality of a struggle between a nation of forty millions with prohibitive import duties, and a people of four relying upon 17½ per cent. The *Advertiser* half admits and M. PERRAULT frankly confesses that prosperity was impossible under such conditions; and in September, 1878, the country was of the same opinion and demanded a change. Now these advanced Liberals, being conscientious free traders, say the change ought to have taken the shape of a Zollverein, *i. e.* free trade throughout North America. The Conservative party, on the contrary, says a Customs Union would lead inevitably to Annexation, and that the only hope of saving us from that fate and building up our industries on an independent basis lies in protection. The *Globe's* theory that "a revenue "tariff of ten or fifteen per cent." would suffice, is untenable. It is neither a free trade policy, for it is opposed to continental free trade; nor a Canadian policy, for it would give our markets to the Americans in five years, and bring about Annexation as surely as would a Zollverein.

The question has often been put to the Liberal party—What do you offer in place of the National Policy? and this Customs Union proposition is a straightforward, unmistakeable answer. Party lines will henceforth be well defined.

THE DE COURSIER CASE.

SOME days ago the Sheriff was notified by the Department of State that in the case of ROBERT DE COURSIER, who is lying under sentence of death for the murder of his brother, the law would have to be carried out and the condemned man executed on the 16th inst. We have reason to believe that the Executive gave this case the utmost consideration, and weighed well the evidence put forward in DE COURSIER'S behalf for a commutation of sentence. The crime was a foul one, and as the case was presented to the jury, there could be no doubt that it was one of premeditated murder. But it is said, with what truth we do not know, that since the trial matters have been brought to light shewing that the prisoner received terrible provocation from the murdered man. The story of the girl to whom, it is alleged, the prisoner was engaged and who was seduced by the deceased, has been printed; and if it be true, certainly it cannot be said that the condemned murdered his brother wantonly and without cause. In matters of this kind, it is not for the press to presume to advise the Executive, but we do think that, if it has not been already done, this girl's statement should be thoroughly examined. If it can be shown that the deceased committed this unpardonable sin against the prisoner, the crime will be relieved of some portion of its horrible colouring; and it will be for the Executive to consider whether they will be justified in the public interest in granting the prayer of the petition for commutation.

THE CASE AGAINST THE SENATE.

THE case against the Senate is based on the most reckless assumptions. We are told that the Senate is obstructive, and yet the only cases in which that body has exercised its powers have been cases in which the exercise of Senatorial authority was in favour of the position assumed by Mr. BLAKE. We are told that it is submissive, and yet that body has several times flung out bills passed by considerable majorities in the Commons, since the present Government came into power. Not a single instance of obstruction or submission has been given that will bear a moment's grave consideration. The attack on the Senate comes from a party which maintained the Senate during its five years of power, and is supported by a journal which has, in regard to all propositions for interfering with the Senate, on many occasions denounced "tinkering with the Constitution." The results of the abolition of the Senate would be contrary to the policy of the party demanding it. In the past session Mr. MACKENZIE moved a resolution condemning the reference of any domestic questions to England. The policy of the party has been all along to put an end as much as possible to the reference of disputed questions of domestic government to England. But the abolition of the Senate would at once place a new power in the hands of the Governor-General, and a new responsibility on his shoulders. He would be loath to exercise the power. He would be unwilling to accept the responsibility. He would in many cases reserve legislation; he would deliberate; he would not decide, but would refer for decision to England. Thus a new era of tutelage and subjection would begin for us. But the Imperial authorities would object to the new development. Wrapt more and more either in the mazes of an intricate and dangerous foreign policy, or in the not less intricate and dangerous mazes of widely extended internal legislation, the British Cabinet would probably resent being saddled with new and certainly vexatious Colonial responsibilities. For a quarter of a century the British Colonial Office has been learning to let the colonies settle their own affairs more and more exclusively; and it would be rather a shock to it to learn that as the Senate had been abolished, the Governor-General was of opinion that the supervision of the Colonial Department was more necessary than ever over the legislation of Canada. We should have plenty of experimental legislation; plenty of reservations by the Governor-General; plenty of despatches from the Colonial Office, and plenty of dangerous dissatisfaction in the Canadian Commons. That view of the subject is worthy of consideration, especially by Reformers, to whom Downing street interference has always been obnoxious.

The argument from the point of view of the smaller Provinces is one that is met by the frivolous rejoinder that the Upper Provinces never show any disposition to interfere with the smaller ones, although, as we are significantly told, the people of the Upper Provinces have had some reason to complain of the undue liberality of their representatives in settling claims and paying subsidies. Why, the very assertion of such a reason to complain in cases in which the smaller Provinces recognize only justice and fair play, shows that they would be foolish indeed to part with the protection that the Senate affords them against a possibly unfair pressure of just that very "reason to complain." No man who has watched the proceedings of the Senate can fail to have noticed that it has on several occasions exhibited its merits as a composite body; and no session passes in which some necessity for the action, the just and legitimate action, of the Provincial representatives in the Senate does not arise. A change in the composition of the Commons, giving the smaller Provinces, some of them at least, a larger representation, would be among the earliest demands consequent upon the abolition of the Senate. There is probably no part of the British dominions in which, in the future as well as in the past, the Senate is more sure to justify its existence than in Canada. As our country grows in population and additional members are added to the Commons, that tendency towards experimental legislation, which we have several times referred to, will increase; and the absolute necessity for the existence of a second Chamber, composed of experienced men of mature age, and free from the vicissitudes of party conflict and popular caprice, will be more and more apparent to all the wisest minds of the nation.

OUR WESTERN LANDS.

Much has been said by Mr. MACKENZIE and his press against the expensiveness of the surveys and explorations of last season, ordered by the present Government preliminary to the adoption of a final route for the Pacific Railway. But it begins to be perfectly clear that even the severest Opposition critics will have to admit that the results of those explorations have been exceedingly valuable. For they have made clearer than ever the fact that, high as was the opinion entertained by the present Ministry of the character of our Western lands, that opinion was in fact weak compared with the high estimation in which those lands deserve to be held.

Professor MACOUN was, for instance, instructed, as he states, to explore "the "tract to the south of the line located "for the railway west of Livingstone "and north of the 51st parallel of latitude, embracing all that portion of "the country not previously examined "within these limits west of the Assiniboine River and east of the Rocky "Mountains;" in all about 600 miles from east to west and on an average of 100 miles from north to south—in round numbers 60,000 square miles, or about 38,000,000 acres of land. In this large area a good deal of the land had been marked as arid and useless; but Mr. MACOUN explains away all the aridity on easy scientific grounds, and his general conclusion is that all the land embraced within the limits of his exploration, except the sand hills at the head of the Qu'-Appelle, and a strip of dry country north of the River that Turns, a few square miles of sand hills west of the South Saskatchewan at the Elbow, a few more in the Bad Hills, and the dry arid region around the Hand Hills, and in the valley of Red Deer River, in their vicinity, is either fit for the plough or first class pasture. He feels quite safe in saying that 80 per cent. of the whole country is suited for the raising of grain and cattle, and would not be the least surprised if future explorers formed a more favourable estimate. On the question of water supply in this region, Professor MACOUN is equally satisfactory, and cheering. His explanation of the apparent absence of water is natural and simple, yet it required a very intelligent scientific mind to see and make it. The rainfall is quite sufficient for all the purposes of agriculture; but the frosts of years have pulverized the clay, and the rainfall goes through into the subsoil and disappears from a surface which in the sun presents a baked and arid appearance. As to wood for fuel and building purposes, his views are also of an encouraging character. In Pheasant and File Hills, he says, and throughout the Touchwood Hills and in the tract of country east of Humboldt, there is plenty of wood for miles around for the use of settlers, the supply consisting chiefly of poplar of two sorts. On the west of the Saskatchewan, the Eagle Hills furnish a supply for the northern part of the great plain. Battle River has plenty of wood on its banks. The Deer River country is wooded also. His general conclusion as to quantity of land available for settlement is that in the north-west of Canada, beyond Manitoba and within the western and northern limits defined, there are at least 150,000,000 acres of land suitable for agriculture and stock raising, and of this area he is confident that a higher percentage will be found available for growing grain than in that portion of the Province of Ontario so well known for its productions, viz., the peninsula lying between the lakes Huron, Erie, and Ontario, and bounded on the north and east by a line drawn from Kingston to Lake Simcoe and the Georgian Bay.

THE PACIFIC RAILWAY.

DURING the session, advance sheets of Mr. SANDFORD FLEMING's report for 1880 on the Pacific railway were published for the use of members. The full report is now issued from the press, and contains some new matters of public interest. It is stated that, as we have several times said, all the contracts entered into regarding the railway since the beginning of 1879 have special provisions empowering the Government under certain contingencies to take the work out of the contractors' hands, and likewise to prevent any expenditure over a specific sum. The contracts now under operation and in which this effective check on unnecessary expenditure is inserted are as follows: Section No. 41, English River to Eagle River, 118 miles; Section 42, Eagle River to Keewatin, 67 miles; Section 43, first 100 miles west of Red River; Section 60, Emory's Bar to Boston Bar, 29 miles; Section 61, Boston Bar to Lytton, 29 miles; Section 62, Lytton to Junction Flat, 28½ miles; Section 63, Junction Flat to Lake Kamloops, 40½ miles; and Section 66, second 100 miles west of Red River. The total amount expended up to the 31st December, 1879, on all the contracts was $9,486,565.

Although the cost of the railway as a whole was given not long ago, it may perhaps be repeated with benefit to our readers, who are not likely to have carefully noted the figures in the midst of the many distractions of the session:

Fort William to Selkirk, 406 miles	$17,000,000
Selkirk to Jaspar Valley, 1,000 miles	13,000,000
Jaspar Valley to Port Moody, 559 miles	30,000,000
Total miles, 1,956; cost	$60,000,000

The above does not include the cost of exploration and preliminary surveys throughout all parts of the country north of Lake Nipissing to James Bay in the east and from Esquimalt to Port Simpson in the west, not properly chargeable to construction, which amounted to $3,119,618; nor the cost of the Pembina branch, viz., $1,750,000.

Mr. FLEMING also discusses the affairs of the Pacific railway telegraph. The construction of the British Columbia section will necessarily make telegraphic communication a very important element in the progress of the work. He favours the early connection of the seat of Government with the telegraphic system of British Columbia, and also the laying of a cable thence to the Orient. The cable may start from one of the deep water inlets at the north end of Vancouver Island, and be sunk in a direct course to Japan, or it may touch about midway at Amlia, one of the Aleutian Islands. At Yezzo in Japan the connection would be made with the Asiatic telegraphs. As an alternative route, the submarine line may land on one of the Kurile Islands, north of Japan, and thence extend direct to Hong Kong. Either route would complete the connection with the whole Eastern telegraph system and effect important results. The advantages claimed for such a cable are several and striking. It would connect San Francisco, Chicago, Toronto, New York, Montreal, Boston and all the great business centres of America with China and the principal ports of Asia much more directly than by the present lines of telegraph by way of Europe. It would open a new means of communication between America and Asia, to be employed for purposes of general commerce, at much lower rates than by existing channels. It would obviate the objection to lines which pass through countries where different languages are spoken, a circumstance which often causes error in the transmission of messages. It would complete the telegraphic circuit of the globe and would be available for highly important scientific investigations. It would bring Great Britain, Canada, India, Australia, New Zealand, South Africa, indeed all the outer Provinces and Colonial possessions of Great Britain in unbroken telegraphic communication with each other in entire independence of the lines which pass through foreign European countries. It could scarcely fail to prove of very great advantage for purposes of State, as the line might be so established as to remain under Government control to be immediately serviceable on any emergency. The whole subject is one that merits the attention of the public, though how far Canada could of herself venture to seriously consider so vast an undertaking, in addition to her other great and pressing responsibilities, is a question we do not venture, as it is needless, at this moment, to discuss.

A FEW YEARS MORE.

OUR Reform contemporaries say the country is going to the dogs, but will they tell us how and where we should have stood had Mr. MACKENZIE remained in office?

In the first place, the British Columbia section, which they denounce as madness, would have been well under way. At Ottawa in the summer of 1878, Mr. MACKENZIE said he intended to begin the road from Yale to Kamloops early in 1879, so that by this time twelve-months' work would have been done; and we venture to say the Reform press would have applauded the Minister's energy. There would have been no wild talk about throwing millions into the Pacific Ocean, and no dreadful pictures of the barrenness of the Pacific Province. It would have been a great and patriotic work, and the future of the Dominion would have been a bright one. Then as to taxation. Sir RICHARD would have had to meet his deficits or jeopardize the credit of the country at home and abroad. He said so many times. How would he have raised additional revenue, if not by raising the tariff? There is only one possible answer, viz., by direct taxation. More than once in his gloomy budget speeches, he hinted at an income tax, which is the free trade panacea for all financial ills; and had he and his friends carried the day in 1878, it is more than probable that at this moment we should be paying hard cash into the Treasury at so much in the dollar of our assessed incomes. He might perhaps have increased the duties on tea, sugar and other necessaries, as he did in 1875; but that would simply have been direct taxation under another name. And what of the national industries? Sir RICHARD believed in American slaughtering; the competition between the struggling Canadian manufacturer and the powerful firms of New England made this a cheap country to live in. But how long would it have lasted? Our sugar and West India trades had collapsed. The woollen and cotton mills were working half time, and every industry in the country was falling in the unequal contest. Sir RICHARD said it made things cheap. But what would have happened when the Americans had won, and they could not have lost the fight, for forty-five millions will always overpower four, particularly when their camp is unassailable and that of the four defenceless? The era of cheapness would have closed, and we should have become, what free traders think colonists were created to be, a pastoral people, buying our clothes and implements from a superior race, and paying through the nose for them. And what about British connection, which the Opposition think is endangered by the new tariff? Why, the figures showed that while our trade with the United States held its own, in spite of the decrease in values, from 1873 to 1878, our trade with England fell off thirty per cent. A few years more of that policy, and the Americans would have become masters of the field. As it is, while our trade with England is relatively greater, our trade with the United States is decreasing, and they feel it. The reciprocity proposals in the American press mean that they have lost our market, which prior to March, 1879, they were rapidly monopolising.

This is not an overdrawn picture; but if our Reform contemporaries think it is, perhaps they will draw one and let the people see it.

EDITORIAL NOTES.

"Goss came up smiling and was knocked down again;" then "Goss was knocked down but rose smiling;" also "Goss smiled even when his identity was lost in general smash"—it reminds one of the gallant conduct of her Majesty's loyal Opposition at the bye elections.

Dr. O'Callaghan, who took a prominent part with Papineau and Nelson in the troubles of 1837, died the other day in New York. He had been engaged for many years in literary work, and at one time, we believe, was librarian of the State library at Albany. The old leaders are dropping off fast; indeed O'Callaghan was the last of the chiefs of '37.

The *Globe* is getting delirious. The Senate must go, and it thinks the municipalities could take charge of the asylums and other Provincial institutions; in other words that the Local Government must go also. The new Liberal platform is certainly a broad one—no Senate, no Local Legislature, no Pacific Railway, no manufactures—nothing but one-sided free trade and Kansas.

The *Nouvelliste*, of Rimouski, says that there is a large emigration from that region to Manitoba. In one month eighty-four Manitoba tickets were sold at Rimouski station, and the agents at other points report business brisk. Reports from Lower Canada generally say the exodus to the States is nearly over, and that the young farmers are moving to the Prairie Province.

The Woodstock *Sentinel-Review* says the factories in that town "are, as a rule, extremely prosperous, and their proprietors show commendable enterprise in extending their business and enlarging their premises from time to time." The *Sentinel-Review*, by the way, is a very able Opposition paper, owned and edited by Mr. Pattullo, the party drill-sergeant. When he throws up the sponge, the battle against the N.P. must be a lost cause.

The advanced Liberals—we mean Mr. Blake, Mr. Mills and their friends for whom the London *Advertiser* speaks, and the Rouges represented by M. Perrault—have made a great outcry against the Tilley tariff on the ground that it discriminates against England. Will they tell us what position we should occupy with regard to the Mother Country if we were joined in a Customs Union with the United States?

A letter from Hon. Alexander Mackenzie acknowledging the receipt of two footstools awarded him by popular vote in a contest with Sir John Macdonald at the bazaar of St. James' Kirk, Charlottetown, is published in the local journals. The gift is a very suggestive one. There is a cruel sarcasm in the presentation of two stools to a man who has recently come to the ground so heavily as Mr. Mackenzie, but he evidently does not realize the subtle jest.

The true story of the Blake-Kansas pamphlet is told by the compiler in a published letter. He simply collected the good points Mr. Blake made in behalf of the South-Western States and Kansas in particular, and put them in a handy shape for the Canadian farmer. Mr. Belford further says that he is a naturalized American, hence it is clear, as we have before said, that it is not he but the leader of the Opposition who has fouled the nest.

The London *Advertiser* comes out in favour of a customs union with the United States, saying it would have "the cordial sympathy and support of Liberal statesmen in Britain." Not a doubt of it. Mr. Bright has always been in favour of the cutting-adrift policy. The *Advertiser* hopes the Reform party will make a Zollverein a plank in their platform. That platform is certainly a broad one—no Senate, no Pacific railway, no manufactures, and commercial annexation.

The Senate costs $140,000 a year, or 30 cents per head of the population. The contention that it is a "costly encumbrance," a "tax-eating body," etc., is, therefore, somewhat far fetched. There is a balance-wheel in the shape of an Upper Chamber in every country in the world where the form of representative government prevails. Ten years ago an agitation for abolishing State Senates was started across the line, but it died out, the people preferring biennial sessions of the State Legislatures.

The Liberal platform is getting more liberal every day—No Senate, no Pacific Railway, and a North American Zollverein. Our King street contemporary has swallowed the first two planks, and although it is making wry faces over the third, it will doubtless gulp it before many days. If the fathers of the United States had been at Chicago, they would have wept to see the raffle for the presidency; and the old leaders of the Reform party would be not less astounded if they could read the programme of these days.

Sir A. T. Galt, in a letter to the London *Times* which appears elsewhere, disposes of the cry that the new tariff would destroy British trade with Canada. The returns show that the exports from Great Britain to British North America for the four months ending the 30th April, 1879, amounted to £1,315,000, while for the same period in 1880 they reached £1,716,000, an increase of 31 per cent. Moreover, the exports from the 1st January to the 15th March, 1879, were greatly stimulated by the prospect of increased duties, so that the comparison with 1880 is really too favourable to 1879.

The Liberals are beginning to favour Downing Street rule. If the Senate is abolished, they say, the legislation of the Dominion Commons can be supervised by the Colonial Office; and here is M. Mercier, one of the leading Quebec Liberals, asking the Imperial Parliament to abolish the Legislative Council of that Province. A motion requesting Mr. Bright and his colleagues to revise the tariff from a Manchester standpoint would no doubt receive a large Liberal vote in the Commons. They have given up Canada since they were compelled to give up office.

A return of agrarian outrages in Ireland during the year 1879 shows a total of 977 cases—554 of which occurred in Connaught, 158 in Leinster, 184 in Munster and 127 in Ulster. The small proportion of convictions to offences is remarkable, only 69 offenders having been found guilty, while 65 others were made amenable to justice, though not convicted. In the great majority of cases the parties went scot free. The smallest number of offences committed in any one month was 29, in May; the largest, 167, in November—indicating a direct ratio between the necessities and sufferings of the people and the number of offences.

The Ottawa correspondent of the *Globe* charges the Government with "demoralizing the Civil Service" by dismissing Mr. Kingsford, the "object engineer of harbour works of Ontario." The facts are these: In 1873 Mr. Kingsford was employed by Mr. Langevin, then Minister of Public Works, at occasional survey work, but he never had a permanent appointment in the Department, nor was he on the civil list, but drew his salary by warrant from the different appropriations for harbour works, &c., upon which he was engaged. His services are to be dispensed with simply because the Government is anxious to retrench.

For an out-and-out Liberal paper, probably the *Gazette de Sorel* takes the palm. In its leading article in its issue of the 2nd inst. it declares that there is "a cry of famine" in the land; in the second article it denounces the members of the Legislative Council of Quebec as "old scalawags;" in a third, it goes in for Annexation or Legislative Union, with a leaning towards the former; and elsewhere in the same number, it declares that the Ottawa Ministers hate the French-Canadians, that the people are fleeing from the country, and that bankruptcy and ruin are close at hand. This is about the broadest Liberal platform yet constructed.

Intense interest is manifested in the Maritime Provinces in the project for constructing a Newfoundland railway and making the eastern part of that colony the arrival point for mails and passengers from Europe. If the scheme were carried out, steamers would land freight and passengers at St. Johns, which would be sent over two hundred and eight miles of island railway to St. George's bay; thence by boat across the gulf probably to Miramichi, and thence into the States by the Fredericton branch and the St. John and Maine railway, or into Canada by the Intercolonial railway. The immense development of the trans-Atlantic trade during recent years renders the scheme one of the possibilities of the future.

The French Academy has just awarded its honours for the year to M. Louis H. Frechette, one of the editors of the *La Patrie*, of Montreal. M. Frechette wins this distinction on the merits of two books of poems which he published some months ago, "Fleurs Boréales" and "Les Oiseaux de Neige." Lending the Province four million dollars on easy terms and making a French Canadian journalist a member of the Academy, France is certainly not forgetting her stepdaughter on the St. Lawrence. M. Frechette is also the writer of the drama of "Papineau," which was put on the boards in Montreal the other evening with great success. He is a brilliant and witty *literateur*, except when he deals with the N. P. or takes up the Letellier business.

Among the curiosities of tax legislation is a measure introduced into the French Legislature for the imposition of a tax on idlers. M. Girard is the father of the bill, but the idea is said to have originated in the fertile brain of Alexander Dumas, who, in his "Question d'Argent," introduces a political economist, who propounds this scheme. It is not a bad suggestion, but it is obvious that difficulties would arise in defining who were idlers, and that, in these days of tramps and genteel deadbeats, the collection of the tax would be a matter of impossibility in the majority of cases which fairly came under the category. Furthermore, it is probably as well for a great many to continue idlers rather than take to the questionable or superfluous occupations they would be apt to pursue if driven to a semblance of work.

The attempt made by the Reform press to commence an agitation for the abolition of the Senate has fallen flat in the Maritime Provinces. The fear is generally entertained that the interests of the smaller Provinces would suffer the moment the check to vicious and unjust legislation now possessed in the Senate was removed. The St. John *Sun* says the Grit programme has for its leading attractions (1) the destruction of the safeguards of the smaller Provinces in Parliament, and (2) the enlargement of Ontario's territory to such an extent that in the future the entire Dominion will be wholly at her mercy. Even such a pronounced Liberal organ as the St. John *Telegraph* throws cold water on the agitation, and declines to commit itself further than to admit that Senate abolition is one of several important questions which it is desirable to discuss.

The comparatively defenceless condition of England's merchant navy in case of war is exciting serious attention in England. A paper was recently read before the Royal United Service Institution in London by Captain Samuel Ling, R.N., in which it was pointed out that the merchant service had increased out of all proportion to the power of the navy to protect it. The suggestion was made that a large number of merchant steamers should be made available for defensive purposes. The great English steamship lines will stand favourable comparison with those of other nations for adaptability to fighting purposes, and the plan of equipping them and drilling the crews so as to be prepared for an emergency in which the navy might be unable to protect them is receiving careful consideration. There is no doubt that in case of a war with any maritime power the first movement of the enemy would be directed towards Britain's widely scattered commerce, and the danger is one for which every preparation should be made.

"The poor farmer," exclaims a Western Opposition journal, "is at his wits' end. Prices are ruinously low and taxation is high." Taxation is higher than it was, because a Reform Administration, which added three millions to the taxes the first year it was in office, landed us after all in deficits which had to be met at whatever cost. In levying the new taxes, however, the present Government has sought, and with no small degree of success, to protect home industries. Now as to the price of farm produce. One-sided free trade came to an end on the 15th March, 1879:—

	March 15th, 1879.	June 3rd, 1880.
Wheat	85c.	$1 17
Rye	45c.	78
Oats	32c.	40
Peas	53c.	67
Barley	50c.	60

The farmer who complains of these prices is either a very unreasonable man or, about the same thing, an extremely strong Grit.

The project of establishing a Canadian Naval Reserve finds much favour in the Maritime Provinces. Although initiated by Lord Beaconsfield as part of his policy of imperial consolidation, it finds favour with the new Government, if a recent telegram on the subject announcing that the Imperial authorities are willing to aid the scheme, may be accepted as official. The advantages to our fishermen of the formation of a Naval Reserve formed under the Colonial Defence Act of 1875, which provides that the Reserve so formed, shall be employed only to meet the necessities of the interior line of Colonial defence, are so apparent as not to require much development. Instead of our fishermen being required to do military drill at a season of the year when their fishing demands their attention, they would be drilled for work to which they are well suited during the winter season, when their time is their own, and when the pay given them would be all the more acceptable.

The Victoria, B.C., *Colonist* states that the Indians of the mainland of British Columbia are in a sad condition, having suffered terrible hardships during the past winter. Their discontent is assuming a serious aspect, and it is urged that the Indian land question must be settled at once, or the most serious results may be expected. The *Colonist* publishes a very plain-spoken and touching letter from Chief William, of the Williams Lake Indians, complaining of the delay in setting apart land for the Indians, and detailing the wretched position in which they find themselves. He says that his people are now reduced to a condition in which they must "rob or starve," and states that they wish to live like white men by tilling the soil. The *Colonist* says that the Local Government is to blame for throwing obstacles in the path of the agent of the Dominion. It is evident that the matter is one demanding urgent attention, and that the Indians have just grounds of complaint on account of the delay in assigning them land for cultivation.

The Mechanics' Institutes of the towns of Listowel, Durham and Paisley are all in a very bad way. Reports in the local newspapers show declining membership, indebtedness, lack of interest and other premonitions of early dissolution. Such is the general fate of Mechanics' Institutes in Canada, unless kept alive by the public spirit of a comparatively few energetic members. Possibly the name, which is generally a complete misnomer, may be accountable. Why call them "Mechanics'" Institutes any more than professional, mercantile or farmers' institutes? It operates adversely in two ways—deterring real mechanics from joining, because they do not wish to be patronized, and keeping others aloof under the impression that the institute is not intended for them. What is wanted in these and other places is a good public library—such as every New England village has—accessible to all, free if possible, but at anyrate very reasonable in its terms of membership. The name "Mechanics' Institute" is out of place, savours of offensive class distinctions, and ought to be dropped in favour of some more comprehensive title.

From the latest English papers it appears that the negotiations between the Mother Country and France for a new Anglo-French commercial treaty have proved abortive. On the part of France, further reductions were demanded in the wine duties, in return for further ameliorations in the French import tariff. Mr. Gladstone has refused to make this concession. He, at the same time, declares that such is impossible in view of the state of English finances, one million and a half pounds sterling being required to make both ends meet. The proposed changes would involve an immediate loss to the revenue of half a million a year, and the Premier holds that corresponding concessions would have to be made to the Spaniards and Portuguese, who already complain that their sherries and ports are unfairly burthened by the British tariff in comparison with the light wines of France. The question is, however, not yet finally closed, and further negotiations may lead Mr. Gladstone to change his position. It is highly important to Canada that a treaty should be negotiated, as under it Dominion-built ships will undoubtedly be admitted into the Republic at the same scale of duties as English-built vessels, and thus enable our shipbuilders to sell craft to the French.

Despite the remarkable development of iron-built shipping, there still appears to be abundant opportunity for Canadian wooden ships to earn profitable freights. Wooden craft will not become useless, but the character of the trade in which they will be principally engaged will change. They at present do an important part of the export trade of this continent. One-half of the grain and produce shipped from New York last year for Europe went in the holds of sailing craft. Instead, however, of carrying from Montreal or New York to Liverpool, our sailing ships will in the future be mainly chartered to smaller ports, and the cost of carriage direct to points on the south-east coast of England or ports in France would be materially less than would be demanded for taking the cargo on the nearest great seaport in Europe and then transporting it by coaster or by rail to its destination. In the northern English counties there is an enormous consumption of Canadian and American grain, produce and beef by the millions of inhabitants; but at present all this reaches them *via* Liverpool. In the course of a few years much of this trade will doubtless be carried direct to Newcastle or other ports on the east coast, where there is an excellent market and admirable accommodation for shipments.

While the Blake-Kansas pamphlet is doing its work in Canada, the General European Agency of the Northern Pacific railway, 20 Water street, Liverpool, has issued an eight-page handbook for circulation in the United Kingdom, in which the advantages of Northern Dakota as a field for settlement are set forth in glowing colours. On the seventh page, under the heading "Canadians Going to the West," there is an extract from the Montreal *Witness*, and immediately below it, under the heading "Canadians Prefer Dakota," an extract from the *Globe* of the 20th March last, to the effect "that on the preceding Tuesday an emigrant train left Ottawa, and by the time it reached Cobourg there were 447 persons on board bound for Dakota, and only three for the Canadian North-West." This paragraph, which the Northern Pacific people are using with such effect, was utterly false, as was pointed out at the time, the fact being that the 447 passengers were Vermonters bound for the Vermont colony in Dakota. They passed over the Grand Trunk *via* Montreal, Prescott, and Toronto. The *Globe* of course declined to make a correction, and the story is now off on its travels in this Yankee pamphlet. The Americans will never want immigration literature while the Reform party is in Opposition.

The *Globe* knows best what it owes to the memory of the late Senator Brown, but we venture to protest in the name of common decency against its treatment of Sir Charles Tupper's tribute to the deceased. The Minister of Railways, addressing a non-political gathering at Peterboro' on Thursday night, took the opportunity to refer in eloquent and touching terms to Mr. Brown's death. "I differed from him," Sir Charles continued, "in many important respects on political questions, but the fact of his having occupied one of the foremost public positions in his party, the fact that he had attained high standing as a journalist and a Parliamentarian, the fact that his name will be long honoured as that of one of Canada's foremost men, makes me feel, and, indeed, should make all feel, in the presence of so awful and melancholy an event, that party and political questions may well be hushed for the hour." The *Globe* turns upon the Minister and says he was "merely blowing soap bubbles," and sneers at the speech, from which the above is a brief extract, as "a regulation speech." Our contemporary announced the other day that "beside the open grave" of its founder it had resolved "to avoid much of the bitterness which too often saddens party strife;" but it seems that it cannot refrain from attacking Tory Ministers even while they are laying a garland on that tomb.

According to the report on agricultural statistics of the Registrar-General of Ireland, the failure of last year's crops was more due to the people themselves than to any other cause. Absenteeism prevails among the working classes, and is a greater evil to the country than the absence of the landlords. One of the sub-inspectors in Sligo county reports:—"The bad yield of crops in this district must be attributed to the wet season and the bad system of agriculture adopted by the inhabitants of this locality. The tillage has to be carried on during a great portion of the year by feeble old men, women, boys, and girls, owing to the absence of most of the young men in England and Scotland, where they go to seek employment." Another attributes the failure in the potato crop "as much to bad seed, repeating from the same stock year after year, and bad manure," as to the wet season, seeing that where new seed was imported first-rate crops were raised. The Registrar-General closes this portion of the report with this pregnant observation, which is worth the notice of others besides Irishmen:—"There can be no doubt that if due attention were bestowed on the destruction of weeds, the lands of Ireland would afford a largely-increased yield; but, unfortunately, luxuriant crops of weeds, which are to be seen in almost every part of the country during summer and autumn, not only rob the farmer himself, but often inflict a vast amount of injury on his neighbour."

The London correspondent of the New York *World* states that the Conservative party have determined to adopt the caucus system of nominating candidates, realizing that much of the success of their opponents was due to their superior organization. A committee has been appointed to introduce the machinery in Conservative constituencies, the chairmanship being vested in Mr. W. H. Smith, who will bring his practical business knowledge to bear upon the subject. The Americanization of English politics in this particular is to be regretted, but the responsibility must rest with the Liberals, who were the first to introduce the caucus. It was not to be expected that the Conservatives would long allow them to monopolize its advantages in the line of securing harmony and enabling the party to present a united front at election times. It is to be hoped that the more than counterbalancing evils of the system, as it prevails in the United States, will be kept in check. Another cause assigned for the Conservative defeat is the manner in which they have neglected their press, especially in London. The *Standard* has always received the cold shoulder from the party, and in communicating important news the Liberal journals have been favoured at its expense. The Liberals, on the contrary, have been generous to their press, and hence the Opposition finds itself with but few journalistic friends, while the Government is well represented.

Froude, the English historian, contributes an article on "England and her colonies" to the *Princeton Review*, in which he champions the cause of the Colonists. He declares that neither Canada, Australia or South Africa has been invited to partnership in the Empire, and that these colonies unitedly are still poor relations, whom the ruling classes tolerate at a distance. Great Britain, he complains, does not admit colonists to honours as Englishmen, and does not pay them respect as if they were strangers. He denies the possibility of altering the British constitution so as to admit representatives of the colonies to seats in the Imperial Parliament; but he does not despair of the arrival of a time when the British Government and people will manifest still greater interest in their colonies. "No political union with the Mother Country," says Froude, "is to be looked for now. Perhaps it can never be. It depends, in my opinion, on whether the Mother Country can change its front and come to regard the colonies as the foremost of all its interests. Let the colonists see that we are in earnest; that we wish to share with them in all that we have and are; that we will pour our population and capital into them, as if their territories were so much new soil added to our own islands; that their able men shall have free access to all avenues of honour and power among us; then it may be that the iron will heat up to the welding point."

Canada Progressing.

The Dominion of Canada has already become a most powerful British possession, and she is very soon destined to become still more so, even to dispute the palm of civilization and commerce with her neighbour, the United States. The Canadian Pacific railway, now in the course of construction, is to pass through her territory up to the shores of the Pacific, and this railway will go through an agricultural district of millions and millions of acres of wheat-growing land, far surpassing in production anything which the farmers of the United Kingdom now fruitlessly till at home, for want of protection to their produce. The wiser course, therefore, for young farmers is to sell off all that they have, pocket the proceeds, and be off to Manitoba, and the prolific district all around it, where they will find excellent land to purchase at a moderate price—the most prolific almost in any part of the world. Nothing will or can disturb them in this Promised Land, except the stinging, buzzing, and annoying mosquitoes during the months of July, August, and September, which may impudently intrude themselves into their bedrooms between sunset and sunshine, and which then impertinently perpetrate their bloody deeds, during midnight darkness. We assure emigrants this is the only drawback that they will have to encounter. The frosts of winter are rather strong; but at the same time they are tempered and modified by a dry and clear atmosphere, which makes them rather agreeable than otherwise. Wheat and oats and other cereals may be sown in May, and an abundant harvest reaped in August and September.

The facts above stated are quite true. Therefore the moral that we draw from them is that the farmers of England are in worse bondage than the Israelites were in Egypt. Consequently, the sooner they pass over the Atlantic, by steamer—not walk through it, as they will never find the chance of a dry passage—the better for their felicity and happiness. The Liberal party ruined their interests in 1865 by introducing one-sided "Free" Trade for England alone. The late Conservative Government for six years mocked at their difficulties, and even Lord Beaconsfield himself treated them with scorn frequently, for which he and his party have now paid the merited penalty of being kicked out of office. The present nondescript, conglomerate Government will not do anything to alleviate the sufferings of the farmer. They have not the courage to do anything great or glorious. Their only mission seems to be submission, complacency, recantation, apologizing to-day for the stories they designedly and with a bad intention said yesterday, humiliating the country and all parties along with it. Whether Liberals or Conservatives, we say to the farmers of England, therefore, "Be off to Manitoba; no salvation for you will come out of Liberals or Conservatives. They are both alike. Your doom has been sealed by both rulers. You be off to Canada, to get that fair play there which is denied you at home.—*London Foreign Times.*

Feels Young Again.

"My mother was afflicted a long time with neuralgia and a dull, heavy inactive condition of the whole system; headache, nervous prostration, and was almost helpless. No physicians or medicines did her any good. Three months ago she began to use Hop Bitters, with such good effect that she seems and feels young again, although over 70 years old. We think there is no other medicine fit to use in the family."—*A Lady in Providence, R.I.*

The Bishop of Manchester, preaching at Farnworth, on a recent Sunday, drew a contrast between the English and American election systems in regard to canvassing, and expressed a wish that we could take a leaf out of America's book. He said he believed that nearly all the vice that accompanied a political election came of "that wretched canvassing," and that it would be well if it could be abolished.

THE PRESIDENCY.

The Republican Nominatio

Sketches of the Nominees.

THE deadlock in the Republican C vention at Chicago terminated the nomination of a compromise c didate. The tactics adopted by GRANT faction were opposed just resolutely and tenaciously by the s porters of the other candidates, and ballotting was continued with but li variation until it was thoroughly parent that further persistency co be of no possible avail to sec the nomination of any of more prominent candidates. The br came in the forces of BLAINE, and quickly followed by a general rush the part of the supporters of the mi candidates, the GRANT column rema ing unbroken to the last. The th term candidate was virtually defea when the unit rule was abandoned, a it merely became a question of find some nominee upon whom the forces his antagonists could unite. In Sena GARFIELD, of Ohio, the Republic have apparently secured a candid who, in addition to possessing the de able quality of availability, has the quisite character and attainments to able him worthily to occupy the Pr dential chair.

JAMES A. GARFIELD was born in C necticut in 1831, his father being farmer of the genuine New Engl stock. When quite young, the fam remov