

sede him eventually just as flying may supersede walking and bicycling. But while we have the horse with us let us take good care of him and make good use of him. It is difficult to believe in hard times when a man throws care to the winds and mixes among crowds of people all well dressed, all apparently quite willing and able to drop a dollar or two in every pool offered, and anxious to bet on the favourite or the field or to give or take odds. The weather has been on the whole propitious for the Jockey Club and the attendance has been satisfactory. The world will have its amusements. It is far better for those amusements to be in the hands of the respectable classes where there is a reasonable guarantee of fair play. The Jockey Club has among its supporters some of the most eminent of the professional and commercial men of the Province. It deserves public recognition of its efforts to secure honest sport and the more firmly it enforces reasonable rules and penalties requisite to keep the black-leg and the tough off the course the better it will deserve of society. "Because thou art virtuous, dost thou think there shall be no more cakes and ale?" In reason, this question may be fairly asked of those men who demand that the world shall think of nothing but its latter end—whatever that may be. Racing, properly conducted, is a legitimate amusement and has a practical value to the country in the encouragement of the breeding of horses just as much as a prize for fat pigs or big bulls at a County Fair induces Hodge to do his best to win the prize by tons of fat or mountains of flesh.

The Hudson
Bay Railway.

The territory between Hudson Bay and the Rocky Mountains may, before long, make itself felt commercially and politically. The advocates of the Hudson Bay Railway, among whom we must now class Sir Charles Tupper, cannot too soon inform the Canadian people of the facts on which they base their claim to public support. If the scheme is feasible, if the road can be made to pay during four or five months of the year enough to provide for the idleness of the rest of the seven or eight months, if there is any local traffic to be carried now or in the immediate or even reasonably near future, all these "ifs" being removed, the subject would be open for consideration. The project has not hitherto been confined to parties in whom the public has unlimited confidence. If the Government takes it up we may expect enlightenment. The railway, if built, might expect to secure a trans-continental or through traffic similar to that of the C.P.R. Where its local traffic is to come from is very difficult to see. The proper route of the road is another difficult problem. Should it run south to Winnipeg or south-west via Calgary? The shores of Hudson Bay are shallow and there is apparently only one possible terminus for the road, namely, the mouth of the Nelson River. We invite our Western correspondents to furnish us with information on the questions we have raised above, as it is evident that in the near future accurate information will be eagerly sought after.

The Czar's
Coronation.

The new Czar Nicholas and the Czarina are now crowned. They have succeeded to a mighty Empire, great responsibilities, great chances of doing both harm and good, and also, which concerns them individually, great personal danger. The concessions made by the Czar's proclamation do not seem to us of a nature to conciliate Nihilism in the least. Between it and Czardom there is a great gulf fixed which cannot be bridged but which will be filled by the ruins of the present system before it can be crossed. Russia has been staying

its march until these coronation ceremonies were completed. We may now look for an advance all along the line. There is cause enough in Turkey for Russian interference every day of the year, and the struggles in Crete may be the prelude to another Russian invasion. Despite the fact that England is a Mohammedan power interested in keeping the Sultan at Constantinople, it is impossible not to feel for the Cretans and other European nationalities kept down by the Turk. The fact is, he is an anachronism, and Russian intervention to turn him out of Europe ought to have English support and not English opposition. As an ally, the Turk is valueless, and it is an opprobrium to Christianity that these unbelievers should not have been driven out centuries ago. In the Eastern Seas, Russia is always moving, and in the break-up of the Chinese Empire she looks to gain territory which will assist her to dominate the whole of Asia. If internal reform could accompany foreign conquest, Russia's power would be quite overwhelming. The Nihilists are never so dangerous as when they are quiet, and the unfortunate young Czar may meet his fate any hour. We know of no human being who can realize the situation of Damocles more than Nicholas, Czar of all the Russias and autocrat of half of Europe and Asia.

* * *

Imperial Customs Union.*

I.—MR. J. G. COLMER'S ESSAY.

MR. COLMER'S scheme on the Commercial Federation of the Empire may be divided into four parts:—

1. The granting of preferential treatment to Colonial and Indian products in the United Kingdom.
2. Preferential treatment of British products in the Colonies and India.
3. The additional revenue so derived to form a fund, if the Mother Country and the Colonies and India agree, with a view to improve and supplement the defences of the Empire outside the United Kingdom.
4. The formation of a Colonial Council to give the Colonies a greater voice in Imperial affairs, and to provide for the administration of the fund.

It is suggested that in the United Kingdom specific duties amounting to about three per cent *ad valorem* should be placed on certain enumerated articles, eighteen in number when imported from foreign countries—similar imports from the Colonies and India to remain duty free, as at present, and to reduce by one-half the existing duties on cocoa, coffee, and tea when imported from the colonies.

It is estimated that the above changes in the British tariff would realize an increase of about £700,000.

In exchange for this the Colonies and India are to give preferential advantages to British goods; but inasmuch as the fiscal systems in the Colonies and India are so varied, and the nature of their trade exchanges so different, Mr. Colmer is unable to make any definite proposal for giving preferential treatment of a uniform character to British imports in those markets in return for the concessions suggested on the part of the United Kingdom. The conclusion seems to him to be inevitable, that the only way out of the difficulty will be for the Colonies to take their local revenues as the basis on which to formulate a preferential arrangement.

* In accordance with our promise in last issue we furnish our readers with a synopsis and criticism of the proposals made in the two prize essays sent in to the *Statist*. The judges, dividing the prize evidently went on the principle laid down by Sir Roger de Coverley, that there was much to be said on both sides.