

that respect. Hitherto we have not done so, except to a comparatively trifling extent, taking the actual results into consideration. We have constructed a chain of canals unequalled in the new world or the old; we have one of the finest railroads on this continent, extending from Sarنيا to River du Loup and Portland; yet our proportion of the traffic, to obtain which these great works were undertaken, is but a small modicum of the whole. We are aware that every ingenious reason has been given in explanation of this circumstance; but one thing is plain, and that is, that we have as yet failed to reap the promised good we were to derive from them. As far as direct profits, in the shape of tolls, go, they have been, in mercantile phraseology, unpaying concerns, and the indirect benefits to our commerce are immeasurably under what we were led to expect, as the statistics of the Western and Lake trade fully prove. It follows, then, either that we were in error in wasting our money on a foolish enterprise, or that the work is only partially done and must be completed, to accomplish the desired end. The last is, undoubtedly, the conclusion which will be generally adopted. But it so happens that, as a rule, the persons who are loudest in their demands for these measures, are also the loudest in their demands for economy and the retrenchment of the public expenditure. In short, they want railways and canals, and they want to keep the country out of debt—both praise-worthy objects, but somewhat at variance with each other. The science of finance has yet failed to perform such a miracle in any country placed in the circumstances of these Provinces. What is there, then, to be done?

The subject is involved in difficulties. If we borrow money for the purpose, that means additional indebtedness, and that, again, means additional taxation. This, if possible, should be avoided; and the present condition of the United States must convince the most skeptical of the prudence of doing so. For example, the local and general taxation in the State of New York is now about \$200 per family, or \$49 per head, including men, women and children; and if this ratio continues or increases, it must produce an immense mass of pauperism at no distant period. No advance in the aggregate property of the nation can prevent the evil. The wealthy may sustain the burden, but it will entail utter ruin on the poorer classes—and there will always be such—whose entire property it will gradually devour. As, once in Rome, no man could escape the justice, or injustice of the Emperor, so in the United States, no man can escape from the grasp of the tax collector. He can, at most, but free himself from a portion of his load; he may, by fleeing West or South, cast off the local imposts of New York or New England, but the great burden of the Federal taxation he bears with him everywhere within the wide limits of the Union. If a large public debt is calculated to be so injurious to our richer neighbours, we may easily imagine how it would be with ourselves under similar or analogous circumstances. We question, for instance, if there would be a French Canadian landholder in the Province of Quebec at the end of this century, and thousands of others would equally be sufferers. We might, indeed, extract some consolation from the reflection that our money was expended on works of utility and progress, while that of the Americans was wasted in the prosecution of a war which destroyed the people's property, wholly and forever, as completely as if it were sunk in the depths of the ocean. But taxation is taxation, originate how it may. Some persons insist that, in future, all our public works must be of a remunerative character, that is to say, they must pay interest on the money expended on them, and more if possible. This would be highly desirable, but the experience we have derived from our existing canals and railroads almost precludes such a hope, for some time to come, without crippling our trade—thus thwarting the great aim of our ambition, exertions and sacrifices, namely, the increase of that trade.

As a commercial question, this is probably the most complex and difficult that the Government and Parliament of the Dominion will have to grapple with. On the one hand, it is felt that the country cannot do without the works necessary for the improvement of our means of communication with the interior, as well as the Lower Provinces; on the other hand, they have to consider the enormous expense, and the consequences of plunging the country in debt beyond its capacity to bear. And even when they have decided on the best course to adopt in the matter, there is the further difficulty of carrying it out, a task which, then only begins.

GRAPE CULTURE.

THREE years ago Mr. Wm. Stevenson, of the Guelph Nurse y, planted a very choice assortment of vines, with the intention of introducing them for extensive cultivation throughout the county. He has just gathered in his first crop—a rich and heavy one—that sells readily for 10s a pound.—*Guelph paper.*

The above is one of several extracts from the local press of Ontario regarding the successful culture of the grape in that Province. We are glad to know that considerable progress has been made in grape culture throughout the country of late years. This season has, we believe, witnessed greater progress than usual; but still there is a large field for enterprising men to occupy. Few crops can be made to pay better than grapes can. Not a few men are making money out of them in various places, and many more families might find profitable employment in their culture. There are several varieties of grapes which suit our climate well, and which can generally be relied upon for a good crop. The market is good and what are not so sold, can be made into wine, of which considerable quantities are now annually made and sold. Besides those making a business of cultivating the grape, every farmer should plant more or less of them. They do not require a great deal of care, and no fruit is more delicious in its season. We are glad to know that grape growing is increasing among the people of Canada, and we trust it will not be long until it is pretty general among the agricultural portion of our population.

ANTI-CONFEDERATION AND TRADE.

WE cannot help reverting once more to the probable commercial consequences of the late elections in Nova Scotia, both as regards the interests of that Province and of the rest of the Dominion. We trust that the excitement which so largely prevailed during the contest which has resulted so unfavorably to the Union party, will now give place to calmer feelings and counsels, and that having won the fight, the victors will duly consider the nature and extent of the responsibility which their success imposes upon them. The welfare of their constituents is, of course, their first consideration and duty, and widely as we differ from them on the question of Confederation, we have no doubt that, from their point of view, they will not be wanting in that respect. We have never blamed, and we do not now blame, the Nova Scotians for having exhibited some irritation at the mode in which the Union with the other Colonies was carried through, but we certainly were surprised at the passionate resistance offered by them to the measure. We imagined, from former indications, that they would be the last to oppose it, if proffered on fair terms, and they have yet failed to show that the terms embodied in the Imperial Act are not fair. But it were a wearisome task to fight that old battle over again, and we shall not attempt it. Enough that the four Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, are in the meanwhile, at least, joined together, for better or for worse, for richer or for poorer; and every man of sense, and every good subject among us, ought to see the wisdom and policy of making the best of the actual situation. To Unionists and Anti-Unionists, alike, this is the only course now left open. But to return to the commercial aspect of the subject. In the first place, there is, we conceive, considerable danger that the turn affairs have taken in Nova Scotia may interfere with the construction of the Intercolonial Railway. We must remember that the money guaranteed for the purpose cannot be procured without the consent of the Home Government, which has the power, at any moment, to arrest the issue of the necessary securities. If the people of Nova Scotia, their representatives in the Local and Federal Legislatures, and the Local Government, should attempt to give effect to the anti-Union sentiments which were so rife at the recent elections, is it at all likely that the British Ministry would consent to carrying out the provisions of the Union Act bearing on the railway? We think not; we think they would not be justified in so doing, inasmuch as it would be a breach of the trust with which they were invested by Parliament. This would put a stop to the construction of the road, for an indefinite period, perhaps for the present generation. Again, the anti-Union movement in Nova Scotia is calculated to depress the trade to and from that Province and the St. Lawrence, which has considerably increased of late, and promises to swell to large proportions in the early future. Trade is highly sensitive,

and threats of a dissolution of the Union would fatally affect the traffic between the Eastern and Western section of the Dominion, while that traffic is still only struggling into existence, so to speak. Then again, next to the Intercolonial Railway, we regard the construction of the Bay Verte canal as an absolutely needful work under Confederation. Anti-Union agitation would kill off that project also. Besides all this, there would come up the question whether, for a time at all events, the Dominion might not do as well without Nova Scotia. Many New Brunswickers argue that we might thereby save the expense of extending the Intercolonial Railway into Nova Scotian territory, and that St. John and other New Brunswick ports afford a nearer and therefore cheaper seaboard terminus than Halifax does. These are rather grave subjects, which our Eastern friends will have to reflect upon, before they declare war against Confederation, even should their efforts, as they must, be wholly unsuccessful.

SILVER IN NEW BRUNSWICK.

IN a series of articles on the mineral resources of New Brunswick, published in the *Trade Review* of the present year, allusion was made to the rich deposits of antimony ore found at Prince William, twenty miles above Fredericton, and within a very short distance of the bank of the River St. John. Within the past week or two, some important discoveries have been made in connection with this mine, which, if borne out by after investigation, will place it in the first rank of paying mineral properties. These antimony mines have been in the hands of an American Company, and have been worked at intervals during the last two years, but owing, we believe, to some misunderstanding respecting the claims, the active working of them has been latterly abandoned. However, it seems that the owners of one portion of them (Messrs. Hutchinson and Lawrence) were led to suspect the existence of silver in combination with the antimony, and a careful examination led to the discovery of a vein of surprising richness. Several careful assays of the ore have been made, and the results have shown a production of nearly an ounce of silver to the pound of ore. Extraordinary as this may appear, it is, we believe, a fact beyond a doubt. From one specimen subjected to analysis, 15 dwts. 15 grains of pure silver were taken from 16 ounces of the ore. A conversation with a gentleman who has been for many years engaged in mining operations in California, and who is, besides, possessed of a thorough scientific and practical knowledge of the subject, strengthens the probability of this discovery being one of great importance. He had never seen the New Brunswick mine, but he informs us that the whole of the silver produced in California is found in combination with antimony, and that two per cent. would amply repay the cost of separation, as the antimony is not in any way injured by the process.

As the deposit we have been speaking of is situated within a few miles of navigable water, and there is abundance of fuel in the immediate neighbourhood, we see no reason to doubt that with proper management this will become a very profitable affair.

There is one feature connected with the development of the mineral wealth of the Dominion to which we would like to call attention. It is this: Almost all our mineral enterprises are in the hands of American capitalists. We cannot now enumerate them, but everybody knows that such is the case. Now, we would not be for a moment understood as wishing to throw any obstacle in the way of their development by Americans or any other capitalists. It is far better that any body should step in to develop these hidden treasures, than that they should lie idle and unproductive; but we cannot understand the strange apathy and indifference of our own people to these, perhaps, the most valuable and important of our natural resources. We could name half a dozen American Companies who are paying handsome dividends from mining properties, every dollar of which might, and ought, to remain with ourselves. Why is this? There is a wide line of demarcation between the operations of "bogus" companies, whose only object is to rig the New York market and sell shares at a premium, and the operations of bona fide investors; neither are any great powers of discrimination required to distinguish between the two. Making every allowance for circumstances, we cannot but think that it is a matter for grave regret, that so valuable a portion of our natural wealth should be allowed to slide almost without an effort into the hands of foreigners.