

be said of the Canadian emigration department is that it has become "disorganized," so that everything goes wrong, and one official blames another. But the order of the Ottawa bureau was an act of the government, and was by far the most serious of all. Whatever was the object of that order it could have but one effect, namely, to discourage emigration to Canada from Europe. It is possible to go from home to hear news, and we are inclined to think that when the present Finance Minister returns to Canada he will find, on inquiry, that the statements made in these columns were substantially correct. It will, indeed, be a fortunate circumstance if the troubles which the East London Committee have had to encounter, should lead to the establishment of an effective system of emigration between England and Canada. It is extremely satisfactory to know that Mr. Rose has become warmly interested in the question, and it is not too much to say that the subject could scarcely be in better hands. The honourable gentleman may thus be instrumental in bringing British labour as well as British capital into the provinces of the newly-formed "Dominion."

To the Editor of the Standard.

SIR.—My attention has this morning been called to an article under the above heading in your journal of Saturday last, complaining that the emigration department in Canada is thwarting the efforts now being made by societies here to forward a desirable class of emigrants from London, imputing to the French Canadian priesthood in Lower Canada a hostility to Englishmen and Protestants, and charging the Government of Canada with indifference, if not with positive opposition, to emigration.

The immediate cause for these strictures is the alleged withdrawal of the grant formerly made by Canada to assist emigrants in reaching their destination in the interior, and the statements, if unexplained, cannot but have a most injurious effect on Canada itself, while they are also calculated to discourage the labours of a committee in London whose well-directed benevolence I most readily acknowledge.

It is true that the grant which has been voted for some years to assist in forwarding emigrants to their destination, was this year reduced, not withdrawn. It was found that the grant, instead of being required to aid persons coming to settle in Canada, had been in practice almost wholly applied to forwarding emigrants from the continent of Europe, who did not intend to settle in Canada at all, but whose destination was Illinois, Wisconsin, and the other Western States of America. The timber ships coming from the continental ports landed their cargoes of emigrants at Quebec. Many of the passengers represented themselves as wholly destitute, and, as a matter of charity, they were aided in their seven hundred miles of transit through Canada, out of the grant in question. Of 27,000 emigrants who landed at Quebec in 1886, but 4,000 remained in the provinces. It was frequently found that many of this class, who were forwarded through the country at the public expense, had actually money orders on their person to a considerable amount. The facilities thus given to make the transit through Canada gratuitous seem this year to have stimulated parties interested in conveying German and Norwegian emigrants to the Western States to land unusual numbers at Quebec—many of them possibly destitute—and the recent departmental order to which you refer was doubtless prompted by these increased arrivals of persons who were merely journeying through to a foreign country. Its intention, which was solely to check what will be acknowledged as an abuse, appears to have been wholly misunderstood in certain quarters. Canada desires to stimulate in every possible way a healthy system of emigration. The grant for this purpose is this year (I speak from memory) about \$60,000, and there are paid government agents in Quebec, and in almost every city and town in the various provinces of Canada, whose sole duty it is to afford assistance and information to and procure employment for intending settlers.

The subject of emigration is one which under the new constitution devolves jointly on the governments of the Dominion and of the several provinces, and communications have been going on between the two for the purpose of instituting a sound and liberal system of attracting settlers to the country in such numbers as can be properly provided for.

It is, perhaps, unnecessary to notice the charge against the French Canadian priesthood, "that they are openly hostile to any accession to the British population, and to any introduction of the Protestant element," but the testimony of a Protestant and an Englishman who has lived among them for more than thirty years, will, however I trust, satisfy you that you have been misinformed as to the state of feeling there. I believe that there is no country in the world where there is less religious bigotry and prejudice, or more liberal views and good feeling, both as respects race and religion than in Lower Canada. The English Protestants there are in a minority of one to five, and whether as regards their educational institutions, the management of charities, their political arrangements, or other kindred subjects, where antagonism might be looked for, the most perfect good feeling prevails. Instances, indeed, are not unfrequent where French constituencies have returned English and Protestant members to Parliament in opposition to French and Catholic Candidates. In years when there is unusual sickness and destitution among emigrants, the foremost in acts of benevolence are the French Sisters of Charity, who, regardless of contagion, minister as nurses, with untiring devotion to Catholic and Protestant alike.

We have many obstacles to contend with, but from religious and national prejudices we have providentially thus far been spared.

I believe it is true that difficulties of the nature referred to in your journal have taken place. Whether they are attributable to a misconception of the recent action of the government, or the extreme precaution of the shipowners to guard themselves against possible

loss, I cannot say; but it is on every account desirable that a repetition of these difficulties should be prevented, and that concert of action exist between the authorities in Canada, and any societies here whose efforts may be as philanthropic and well directed as those of the East London Committee.

JOHN ROSE.

Clarges Street, July 27.

GRAND TRUNK OF CANADA.

LETTER NO. II.

(From Herapath's Journal.)

MR. EDITOR.—The merchants of Canada have little acquaintance with railways. They do not appreciate their capacity, or they would not despair of the Grand Trunk. We have lines less favourably located, with less resources and more deeply steeped in misfortunes, which have recovered, and astonished the community by their ten per cent dividends. It is safe to predict that the Grand Trunk well managed will eventually succeed. It is a great enterprise, accommodates several provinces and states, has but few, if any tunnels, is, to a great extent a level and surface road; its capital chiefly in stock. It has great latent power and resources. How are its embarrassments to be met, and its latent power to be brought into action? In the first place, it has strong claims on Government. It has a right to demand for its stockholders a cessation of land, and, at least, one other cession I will venture to suggest, and then all connection with politics should be severed. Its guidance should be confided to a man who can bring to it his whole time, and with it much commercial knowledge, great sagacity, courage and forecast. To stimulate his efforts the company should give him not only a fair salary, but also the option for a term of years to take a large amount of stock at current prices, so that his fortunes may be identified with the enterprise, and that he may not look elsewhere for advancement. But talents alone will not suffice, he must have means and appliances. Thus far the stockholders have been misled as to the requirements of the road, and rails originally poor have been suffered to decay. At this moment the road probably requires forty thousand tons of steel rails for its chief thoroughfares. From Montreal to Toronto, possibly to Stratford, and across the river from Montreal to Richmond, our fifty-pound rails wear well and such a rail of steel will carry but eighty tons per mile, and forty thousand tons of rails will leave on the hands of the company iron sufficient, with other rails removed, to replace all that requires renewal, and pay for the new ties and spikes demanded. As respects the line from Quebec to the River de Loup, which cannot pay the cost of running, the Government should be at once apprized that it can be run no more, and be asked to pay for the original cost of the iron or to allow its removal, and be asked to take the road bed and return the stock or bonds, which represent the cost of land, graduation and masonry. It will then be at the option of the Government to continue or discontinue it, as the exigencies of the State may require. Our Government would not wring from the stockholder his whole income, for the support of an unproductive road. A fifty pound rail of steel will doubtless stand twenty years without renewal and burnitized sleepers will probably last as long, and, instead of heavy expenses for renewal continually absorbing revenue, the line when renewed can be run at the lowest possible rate of expense.

But the best of rails will not suffice without an ample supply of engines, and it will be wise to add ten for each hundred miles of railway. On the railways of Massachusetts, which have grown up from average earnings of \$18 to \$75 per mile a week, and to average dividends of eight to ten per cent in about a quarter of a century, we have forty engines for a hundred miles of railway, and have none too many. The Eastern of France, which moved last year 800,000 tons of cereals, and is but twenty per cent longer than the Grand Trunk, has forty engines, one hundred and forty carriages, and twelve hundred trucks, for each hundred miles of railway. More than two million tons of cereals annually float on the Lakes and the St. Lawrence. To check the drifts, snow fences or snow traps and ploughs are required, and as for the ice, half the line lies south of some of our successful lines, which are not paralyzed by winter. Ice does not crush the surface of the rails, but rails, engines, and snow fences are useless without freight cars or trucks for transportation. The cripples that now line the stations, while the merchant waits for his oats, or resorts to steamers and rival lines, must be sent to the hospital or repair shops; suitable stations and elevators must be provided. At least one hundred new passenger carriages equal to those of the new States of Illinois and Michigan must compete for the travel with equal attractions, and at least two thousand long trucks must be added to the equipment, and the most assiduous care be taken to accommodate promptly the local freight, the oats, barley, shingles, staves, butter and potatoes at each local station, as they have never been accommodated. Attention to this will stimulate travel and production, and this local freight which pays two prices is the life of our new England railways. For the long freight, the road with its long and level lines can compete successfully for the cereals at rates as low as the charges for coal in England, and can command return freight at nearly the same rates on coal, salt, iron, and emigrants, and get higher rates for valuable goods. It can also take the traveller by moderate rates and fast trains, competing with steamers, as on our Hudson River line. Speed, which the Grand Trunk apparently ignores, is the great element of success, and without it the steamer must win the battle. I would expend no funds on new branches. While I write, all but \$2,000 has been subscribed in the country to connect the Grand Trunk with Boston, and save 60 miles by a branch from Lake

Magog to Lennoxville, 105 miles east of Montreal. If the subscription does not suffice, a few rails from the Three River branch, which has been or should be abandoned, will insure the connection, and give the Grand Trunk 105 miles instead of 27 on the route from Montreal and Quebec to New York and Boston, and across to the Merrimack Valley. But how shall the coffers of the Company be replenished? Rails, engines, and carriages demand funds, and the patience and purses of the Shareholders are exhausted; they need dividends to go to market in place of assessments. My plan is a very simple one; it is to call upon the Governments of the United Kingdom and of the New Dominion to apply three eighths of the 4,000,000 reserved for an Intercolonial Railway to the completion and equipment of this great International line, still unfinished. A million and a half of funds, to be raised at 3 1/2 per cent, on English Consols, guaranteed by 3 1/2 per cent, on U. S. Bonds, will suffice for all the stations, rails, and rolling stock, which the line requires, and still leave sufficient for a military road. Fifteen per cent, of the million and a half should be funded, and will suffice for three years interest without a call on the company, and after three years a business increased 60 or 80 per cent, will suffice for interest and dividends. It is the province of a paternal Government to sustain an undertaking on which the future growth of the province depends, and to aid the guardians of the trust in preserving the property of their wards from ruin, and in earning a commission to requite them for the devotion of time, talent, and money to their service. But it will be urged this will not satisfy the Maritime Provinces. Then grant half a million more to them to complete the European and American line, in which both Nova Scotia and New Brunswick are embarked, and a fund at 3 1/2 per cent, will meet the exigencies of both of them, and avert a sacrifice.

If this does not suffice, grant half a million more to construct the ship canal from the Gulf of the St. Lawrence to the Bay of Fundy, which will benefit the whole continent of America and the commercial world. A million and a half still remain, and a single million will suffice to make a military road a surface railway from Fredericton or Woodstock to the River de Loup. It will be needed only for lumbermen and a few ties, shingles, and clap boards. It need not be fenced in or run, except in the lumbering season or in time of war, and like many sections of the line from St. Andrew to Woodstock, might be made for £2,000 per mile. The travel will take the true international line from Halifax to Shediac, St. John, Bangor, and Portland, and thence to both Boston, Quebec, and Montreal.

The line which combines the traffic of Europe, the provinces and the States, will alone be successful; but if this business is divided, the Intercolonial line across a cold and cheerless desert will be as profitless as the line to the River de Loup. It will not pay itself, and beside this will impoverish other lines which might otherwise prove remunerative. Half a million will still remain for future exigencies; it will suffice to open a ship canal from the St. Lawrence to Lake Champlain and give an outlet to the timber of Canada, at this time a great desideratum. The enterprises and loans proposed will be reproductive. The Intercolonial is a useless line.

"Ask and ye shall receive, knock and it shall be opened unto you," are precepts which our Puritan fathers took from Holy Writ when they came here from the parent land to reclaim the wilderness, and are singularly applicable to this exigency.

I reserve the subject of reciprocity for another letter.

Yours truly,

E. H. DERBY.

Boston, Mass., U. S. A., July 7, 1888.

THE BROCKVILLE AND OTTAWA RAILWAY COMPANY.

ANNUAL GENERAL MEETING.

THE general meeting of stockholders and bondholders of the Brockville and Ottawa Railway took place on August 12th, at 12 noon, at the Company's office. We are sorry more were not present at the meeting, and particularly sorry to notice the absence of Mr. E. F. Steele, who worked so hard for the organization and completion of the road. Those who were present, however, seemed to have undoubted confidence in the management, and probably this confidence may be the reason why so few took the trouble of coming.

The report of the Manager, Mr. Henry Abbott, was submitted to the meeting, and from it we gather the details following:—

The receipts from 1st Jan. to 1st July, 1888, inclusive, amounted to \$73,348.71
Same period last year 52,598.63

Increase in six months \$20,750.08
The working expenses proper amount to 38,960.06
(Or 52.1-10 per cent. of the income.)
The whole of the expenses of operating the road, including all the actual renewals, amount to 46,087.56
(Or 62.8-10 per cent. of receipts.)

A result which has not been previously accomplished on this road, and which compares very favorably with the operations on any other railway in the Dominion.

This portion of the report is very satisfactory it shows a development in the country which few parts of Canada can boast, for those lines of railway are very few in this country whose "traffic receipts" increase in six months \$20,000 or at the rate of \$40,000 per year. Of course, this statement has reference to railways of the same length. While, therefore, we congratulate the company on the increased