

"portant particulars with our own trans-continental lines." The same journal understands that "the contract for the construction of the line is taken by a syndicate said to be the most powerful in respect to money and influence that has ever taken hold of any American enterprise."

THE FUTURE OF CANADA.

An article under the above heading has been contributed to the *Contemporary Review* by Mr. George Anderson, M. P., and has been reviewed by the New York *Evening Post* under the caption of "How to save Canada." Fortunately the safety of Canada, both in the present and in the future, depends chiefly on her own people, and although we cannot deny that writers like Mr. Anderson, may do a considerable amount of mischief by encouraging our republican neighbors to meddle in our affairs, yet so long as the Imperial Government continues to pursue the enlightened policy which it has manifested towards the self-governing colonies during a considerable number of years, we ought to bear with patience the infliction of such articles as that, to which we propose to direct the attention of our readers. Mr. Anderson is one of those zealous propagandists, who not satisfied with the enjoyment of free trade in his own country would compel the colonies to follow the example of the mother country irrespective altogether of the wishes of their inhabitants. Fortunately it is too late to propose compulsory measures, and Mr. Anderson seems inclined to recommend what he doubtless imagines would be a very tempting bribe, although it is accompanied by what can only be considered as threats.

We have been rather surprised to learn that Mr. Wharton Barker of Philadelphia was "the chief supporter of Mr. Garfield as President," and that his recommendations are believed by Mr. Anderson to be likely to engage the serious consideration of the Government of the United States. We are told by the Essayist that "Some little time ago I was informed on most reliable authority that certain American statesmen of no mean influence were about to move in the matter of Canada, so as to make it a leading political question of the immediate future, and even that it was likely to become a prominent feature in the policy of the Garfield Administration." Again the fiscal policy of Canada is said to have been adopted under United States influence. "In the matter of tariff the Dominion, either through American example or under American influence,

"has hitherto been the most hostile of all our colonies." . . . "Hence the persistence with which American influence in Canada—an appreciable force in her legislature—has been hitherto used to push up the Dominion tariff, and so far with great success." Although the *Evening Post* is quite ready to endorse all that Mr. Anderson has written in depreciation of Canada, and in appreciation of the United States, it warns him not to put too much faith in the power of that "eminent banker and politician in Philadelphia," Mr. Wharton Barker, to make what he calls "a high tariff, protective, federal Canadian union a prominent feature in the policy of the Garfield Administration." Mr. Anderson's references to the United States are far from creditable to him. It is simply preposterous to insinuate that American influence has been an appreciable force in our Parliament, or that the Canadian tariff has given satisfaction in the United States. It is well known that bitter complaints have been made by our neighbors, though without just cause, that the tariff was framed in a spirit of hostility to them. What will they think when they find a British member of Parliament gravely maintaining that it was owing to their own influence over the Canadian Parliament, including of course the responsible advisers of the Crown, that this obnoxious tariff was adopted? Mr. Anderson has certainly taken a strange mode of inducing the people of Canada to abandon their protective policy. He affirms that in the United States, where for a great number of years a highly protective tariff has been in force, "there is a manifest movement and progress, for which we look in vain on the Canadian side," while "all the activities of life seem in fuller tide." This is not the way to convince the Canadian people that the fiscal policy of the American republic has been a mistake. Mr. Anderson frankly tells us that the only value of colonies to Great Britain is "the prospect of a profitable trade," and the aim of his paper is to suggest a mode of securing that trade which he apprehends is likely to be diverted to the United States.

The recent negotiations for the construction of the Pacific Railway, involving a considerable subsidy in land, has excited the wrath of Mr. Anderson, who maintains that all the lands in the Canadian Dominion should by right belong to the mother country, being, as he states, "the only assets left to show for all the outlay Great Britain has disbursed." The extent of this outlay is arrived at by a most extraordinary pro-

cess. The amount of the public debt prior to the commencement of the war with France in 1755 is given, and also that at the close of the war, and the difference is assumed to be the cost of Canada, to which Mr. Anderson adds compound interest at 3 per cent., making the cost four times the amount of the whole national debt of Great Britain, and, not satisfied with this, he has added two hundred millions as the amount, including compound interest, of subsequent expenditure. Unfortunately for the argument the war with France was not undertaken for the conquest of Canada, and it would be just as reasonable to assume that the cost of any other war with France in the last century should be treated as the purchase money of Canada. Mr. Anderson does not venture to maintain that there ought to be any interference with sales of land to settlers, but he is a good deal exercised over the possible sale or hypothecation of these lands to foreigners. He asks: "Is the Dominion limited to that kind of sale? or might she sell or hypothecate them otherwise, for instance to another nation in return for a loan?" and he adds: "Surely Great Britain would have a right to an interdiction on such an arrangement as that, and yet some such proposal is by no means an improbable contingency at present." Mr. Anderson then proceeds to discuss the Pacific Railway project, intimating that the means are not likely to be obtained in England, and, after predicting that Canada is likely to become hopelessly insolvent, he asks, "will France be then tried? or if she also declines to be allured by the questionable prospect, is it expected that the Dominion may find a country nearer home ready to advance the money, taking the lands on hypothecation as security, and with a keen appreciation of possible contingencies in the future."

We are glad to find that Mr. Anderson admits that "our best way of keeping Canada loyal to us is to keep it the main interest of her people to be so," and also that, "notwithstanding Mr. Barker's insinuations, her loyalty is at present above suspicion." It is, however, apprehended that the acquisition of means to build the Pacific Railway would be a temptation too strong to be resisted; and it is assumed that outside help is indispensable. Canada—it would seem is on the horns of a dilemma. "Nothing less than consent to a Zollverein is likely to bring aid from the Americans, and nothing less than a treaty of free trade ought to bring it from us." Sir John Macdonald's mission it is said, is likely to fail and ought to