

Ontario has passed a resolution declaring that the farmer "should not be asked to pay for a mere advertisement for the St. Lawrence;" but this would be something more substantial than an advertisement or a sport's pride in seeing a record beaten. We want immigrants, and the tide has begun to flow in this direction; will it not be a fair appeal to them to point out, not only that they can do as well in Canada as in the United States, but that they can be carried across the Atlantic and landed on the prairie within a little over a week from the time of leaving home? We all agree with the poet that

When love unites, wide space divides in vain,
And hands may clasp across the spreading main.

Yet much good has been done to the political relations existing between Canada and England by the bridging of the Atlantic by means of swift vessels and swifter cables, where communication was once so slow and uncertain that the news of Waterloo, fought on the 18th of June, did not reach Quebec till the end of August. When the Allans were first subsidised, there was an outcry from Upper Canada; it was said the sailing ships were good enough. Who would return to that condition? As a growing people looking to the Old World for population, can we afford to let our neighbors completely outstrip us when, by the arrangement of nature, our ports are nearer Europe than theirs? And to come back to the old grievance, is it too much to ask England to join us in doing for Halifax and the St. Lawrence something akin to that which she has done out of her own pocket for New York?

Everything depends on the manner in which the Canadian Government presents the undertaking. There is plenty of opposition in England. The labor member asks why he should be taxed for a scheme designed to overcome the separatist tendencies of the high tariff we maintain for the purpose of excluding his wares from our market. Others object on principle to all subsidies, condemn the Tories for the bargain