

EDITORIAL NOTES.

The Ottawa Government have announced that they expect to lay the budget before the House of Commons on April 5th. It will likely deal with some tariff alterations and they are expected to be considerable. The nature of the changes has, of course, not been made public but we shall have something to say concerning them in our next issue.

The prospects for an amicable arrangement between the Canadian Pacific and American roads to maintain schedule rates is farther off than ever. The Northern Pacific and the Great Northern railroads in conjunction with the Grand Trunk, have announced a wholesale cutting of rates for the far Northwest. Each of these roads, it is announced, has made a cut of 50 per cent. all along the line. Unless the Canadian Pacific recedes from the position it has taken the disastrous rate war will be prolonged to the detriment of the roads immediately affected. From a rate of \$67.75 and \$73.00 respectively to Seattle, Wash., and Portland, Ore., a cut has been made to \$30 and \$35. Business has been very bad, and even at the cut rates all the roads admit they will have to go begging for business. The outlook is not encouraging.—Daily Financial News, (N.Y.).

Especially for the American roads - a term in which our contemporary evidently includes the Grand Trunk. We have not heard the C.P.R. complaining of lack of business. In fact we have been under the impression that they were putting on extra trains to carry the crowd.

In the eyes of the Government the binder twine question may be very unimportant, but to the Consumer's Cordage Company it is quite the other way. The Company adjourned its regular annual meeting to await the action of the Government, and it is said that unless the tariff be reimposed the company will go out of business.

The plain truth is that our efforts to invade Canada in the war of 1812 were disgraceful failures, and, although in duels between frigates, our naval officers gained great renown, our navy was virtually extinct at the time when the peace of Ghent was concluded.—New York Sun.

The millennium next!

Representative Lewis, from Washington, who was in Ottawa for several days last week, has returned home with the conviction that there is no annexation sentiment in Canada.—Ottawa Tribune.

It is to be hoped that Mr. Jay Hamilton Lewis will spread abroad among the people of the United States the impression with which The Tribune credits him. The idea of Canada showing any disposition not to accede to demands from Washington was a surprise to him, but it didn't surprise him half as much as some other events may before Jay Hamilton's hair gets any grayer.

Mr. W. A. Hastings, vice president of the Lake of the Woods Milling Company, reports a shipment of flour to Australia on March 10th and another shipment on April 7th. This effectually disproves the statement that Australia had stopped importing Canadian flour. A great field for trade opens up along this line, inasmuch as Mr. Hastings admitted that his company had been purchasing flour to supply the demand, and were considering the erection of another mill at Montreal.

To the Treasury Department at Washington we are indebted for a comprehensive statement showing the amount of domestic merchandise of the United States which during the calendar year of 1897 passed through Canada in bond from one point in the United States to another. The statement shows that every State and territory in the union has contributed to the trade in one or both directions. The amount of domestic merchandise of the United States so shipped during the year is shown to have been 5,351,350 tons, requiring for its transportation 443,375 cars. And yet the United States allows gentleman of the J. Hamilton Lewis stamp to threaten Canada with the loss of her bonding privileges in the United States? How long would the American merchant stand such dictation to his pocket book?

That some Germans are beginning to count the cost of retaliation upon the United States for its recent tariff enactments seems evident from protests which German wine-trade papers are making against increased import duties on American wines. The Deutsche Wein-Zeitung, published at Mainz, on the Rhine, in a recent article opposing increased import duties, as proposed by the Union of Agriculturalists, points out the disparity between the volume of German import trade in American wine and the export trade in German wine to the United States. According to that authority, the total German import of American wines in 1897 was only 5,237 double hundredweights, whereas there was exported from Germany to the United States 56,400 double hundredweights. These data, as the Wein-Zeitung observes, show that the import of American wines is not of very much importance to the Germans, and that there is no reason to jeopardize the export of German wine to the United States by agitation or law. Bradstreet's observes that the Wein Zeitung takes the above stand, while at the same time combating the idea common among some American papers, that American wines are necessary to German wine makers for blending purposes. It states that the quality of the German wines exported to America would not admit of any cutting, because the higher percentage of alcohol contained in American wines would mar the quality of the German brands.

An order in Council, dated December 18, 1897, has been gazetted authorizing the Minister of the Interior to issue permits to persons who may erect sawmills in the Yukon territory upon payment in advance of a bonus of \$100 and a stumpage of \$2 per thousand feet on the timber when it is manufactured, with the provision that the permit may be cancelled at any time after four months after the date it is issued, if the Minister is of opinion that the limit is not being worked in a bona fide manner. An order in Council, dated February 28, 1898, amends the above, and provides that a license to cut timber may be issued to any person who is the first applicant, or it may be acquired at competition, as the Minister of the Interior may direct, that a bonus of no less than \$250 shall be paid for each square mile, that an area of a berth shall not exceed five square miles, and a berth shall not be less than one mile in breadth, that no more than five berths of five square miles shall be granted to any one person or company, that a license to cut timber on a berth shall be issued yearly, that the licensee shall erect a sawmill within a certain period to be fixed by the Minister.