

and cottons were about \$21,000,000 of the \$70,000,000 of dutiable goods. The value of the imports of woollens in 1873 was over \$11,000,000, and the duty \$1,679,000. In 1872 it had been rather more, but fell in 1873 to about \$8,500,000, in 1879 to about \$7,000,000, and in 1880 to \$6,400,000, the duties on which were \$1,639,000. In 1873 the wool imported was 6,326,309 lbs., value \$1,540,000, while in 1880 it was 7,870,118 lbs., valued at \$1,684,761. The increase in the raw material is less than might have been expected. In 1873 the cottons imported and paying duty were valued at \$10,076,214, duty \$1,511,431; in 1878, the value was \$7,104,517, duty \$1,243,340, and in 1880 the value was \$7,825,164, duty \$1,724,676. In 1873 the cotton wool imported was 1,982,848 lbs., value \$346,257; in 1880, quantity 13,237,168 lbs., value \$1,496,024. The figures that we have cited prove that there has been a much greater increase in the domestic manufacture of cottons than of woollens, owing no doubt to the latter industry having been much longer established. It should be noticed in 1878 the cotton wool imported was 7,243,413 lbs., valued at \$774,703, so that even before the stimulus given by the new tariff, there had been a remarkable increase in the import of the raw material. The two articles, cottons and woollens, are those to which the principle of combining specific and ad valorem duties has been chiefly applied. In several other descriptions of goods there have been varying ad valorem duties ranging from 15 to 30 per cent. There is of course danger of an evasion of the Customs laws when excessive ad valorem rates are imposed, but there are obvious objections to the combined rates, and where so many articles are subjected to 30 per cent. ad valorem, it is doubtful whether there is any advantage in adopting a different principle in the case of such important classes of our imports as woollens and cottons.

#### THE CANADIAN PACIFIC RAILWAY.

The enemies of the Canadian Pacific Railway are indefatigable in their efforts to injure the company, and seem to be wholly unscrupulous as to the means by which they vainly endeavour to accomplish their object. In Canada the opponents of the Government have undertaken to persuade the public that the company is a gigantic monopoly, and that it has made a most advantageous bargain, which will enable its promoters to realize enormous fortunes. We had occasion in our last issue to notice a most unfounded state-

ment in a Western paper, to the effect that the company had obtained three millions of dollars in money and three millions of acres of land more from the Government than another company had offered to accept. The very same statement has been made in the *Montreal Daily Witness*, which we shall reproduce in order to prevent the possibility of misconception.

After a long and severe struggle in the House the contract in its entirety, giving the Syndicate three millions more of money and three millions more of land, besides privileges of the most extraordinary character beyond what another company offered to undertake it for, was at last ratified by Parliament.

Now it is a matter of notoriety that the work tendered for by certain gentlemen at a time when they knew perfectly well that the Government had entered into arrangements with a syndicate of capitalists for the construction and working of the line, subject to the ratification of Parliament, was of an entirely different character from that which the Canadian Pacific Company have agreed to execute. It is of course a fair subject for discussion, whether the Government and Parliament acted wisely in requiring the road to be built and operated exclusively in Canadian territory, but it is most improper to represent, as the *Witness* has done, the two undertakings as of the same character, and to contrast the tenders as if they were for the same work.

In London the policy of the opponents of the company is to decry the North Western lands and to endeavour to excite alarm in financial circles as to the value of Canadian Pacific securities, which it is supposed may be offered for sale in the London money market. There can be little room for doubt that the English detractors of the Canadian Pacific Company and of the lands in the North-west have been inspired by the Northern Pacific Company, which is using every effort in its power to damage its rival, and which is unfortunately encouraged by the political opponents of the Canadian Government, and who hope to make the contract, which is represented as a most profitable one, the means of damaging it. We feel assured that the general opinion of the people of Canada is that it is undesirable that the construction or operation of a railroad should be entrusted to the Government, and under the circumstances which existed when the contract was entered into, there is no reason to doubt that it was the best arrangement that could have been made. Having been deliberately sanctioned by Parliament, the faith of the country is pledged to the Company, and

instead of throwing obstacles in the way it would be more patriotic to give all possible encouragement to the capitalists, who, as is generally admitted, are sparing no effort to prosecute the work to completion as rapidly as possible. It may be well for the Canadian assailants of the Company to bear in mind that their English allies do not hesitate to assert that it is wholly impossible that the subsidy in land and money granted by the Government will enable the Company to construct the road. We are sorry to notice that the Grand Trunk Company has been dragged into the controversy, and should be still more sorry to believe that that Company had formed an alliance with the Northern Pacific Company, which will spare no effort to divert the traffic of the North West from Canadian to United States lines.

#### THE TELEGRAPH CASE.

Mr. Justice Rainville has delivered an elaborate judgment in the case of *Low vs. the Montreal Telegraph Company*, declaring the agreement with the Great North Western Company, *ultra vires*, and ordering the Montreal Company to resume possession of its lines and of all the property transferred to the Great North Western Company, and enjoining the latter not to use any longer the lines or property illegally transferred to it, but to reconvey the same to the Montreal Company, and to account for all monies which it may have received for telegraph messages or otherwise under the agreement in question. The judgment will of course be appealed from, but it cannot be denied that it is entitled to great weight. The Judge cited a great number of authorities in support of his opinion, and holds that a corporation which has been granted franchises for the benefit of the public has not the power to transfer them to other parties. The case of the Montreal Company, on the assumption that the judgment will be sustained by the Court of Appeal, is certainly a hard one. It had for some considerable time a monopoly of the Canadian telegraph business, when Parliament granted a charter to a rival line, which formed a connection in the United States with a company which was in opposition to the one which was in alliance with the Great Western. The result was active competition and a reduction of rates that caused the shares in one company to be unremunerative. Parliament then permitted the Dominion Company to amalgamate with its United States ally. In process of time the two United States Companies agreed to amalgamate, and as