

ESTABLISHED 1868.

THE MONETARY TIMES

Trade Review & Insurance Chronicle,

With which has been incorporated the INTERCOLONIAL JOURNAL OF COMMERCE, of Montreal (in 1869), the TRADE REVIEW, of the same city (in 1870), and the TORONTO JOURNAL OF COMMERCE.

ISSUED EVERY FRIDAY MORNING.

SUBSCRIPTION—POST PAID.

CANADIAN SUBSCRIBERS, - \$2.00 PER YEAR.
 BRITISH " - 10S. 6D. STER. PER YEAR.
 AMERICAN " - \$2.00 U.S. CURRENCY.
 SINGLE COPIES, - - - 10 CENTS.

Book & Job Printing a Specialty.

THE MONETARY TIMES PRINTING COMPANY, L'TD.
 EDW. TROUT, President.

TORONTO, CAN., FRIDAY, JAN. 9, 1891

THE SITUATION.

Should Mr. Plimsoll succeed in his effort to prevent the exportation to Great Britain of live cattle from Canada, a serious blow would be dealt to our grazing interests. The substitution of dead meat for live animals would reduce Canada as a competitor for the supply of beef to the British market to the level of Australia; only one advantage, that of shorter distance, which cannot be taken from her, would remain. Abuses connected with the traffic may require correction, though the average mortality appears to be greatly exaggerated. Time was when one-half a ship load of emigrants from Europe to Brazil perished on the passage, and elsewhere there were many defects in accommodation for ocean passengers which time has cured. There is no deficiency in the cattle trade which cannot be cured by science, without the necessity of a ukase of prohibition, such as Mr. Plimsoll is anxious the British Parliament should sanction. Questions of suitable accommodation, including ventilation and a minimum space for each animal, will have to be settled. Above all things, safety to vessels and crews must be looked to; and if necessary, when the regulations are made, they will have to be enforced by official inspection. The official enquiry going on at Montreal will be likely to give us the measure of the evils existing in connection with this traffic, and to indicate the outlines of the remedy which it may be necessary to apply.

The excitement in Newfoundland over the renewal of the *modus vivendi* continues. That the arrangement, considered merely by itself, is highly objectionable, no one can question. There can be no doubt that the French have put up lobster packing establishments, for which no warrant can be found in their treaty rights. But even if these illegal establishments were at once removed, the danger of friction arising in a new form would still exist, so long as the French have rights on the coast. To terminate these treaty rights in an equitable way is the aim both of Newfoundland and Great Britain; to come to terms the assent of France is necessary. When the negotiations for that object failed, it was necessary

to find a new basis on which to proceed, and an extension of the *modus vivendi* was the only way of doing it. Naturally Newfoundland deplores a necessity which it would be vain to deny. Canada wishes her a safe issue out of her trouble, but her sympathy would not extend to any act of folly of which the excited islanders might be guilty. Canada does not regard the renewal of the arrangement of last year, however, objectionable from one point of view, as menacing the liberty of Newfoundland, much less colonial liberty elsewhere. Discretion and patience are now quite as requisite in Newfoundland as firmness.

Though motions continue to crop up in Congress, looking to a change in the trade relations of Canada and the United States, it is doubtful whether any of them will pass this session. The last move made is by Senator Carlyle, who has introduced a resolution for the appointment of three commissioners to confer with commissioners from Canada; it was referred to Mr. Hoar's committee, and will probably remain there till the session closes. Some evidence may be taken, but it is not clear that this evidence will be of a nature to advance the cause which Mr. Hoar has at heart. If Canada is to negotiate, she must begin with her hands free, and not be bound from the start by conditions which, in the present mood of her legislature, she cannot be induced to accept. In this respect Senator Carlyle's motion does not much offend, though it is doubtful whether it guards sufficiently against a possible claim that the proposed agreement was intended to cover the whole trade between the two countries. Canada is ready to enter on negotiations for reciprocity at any time, and always has been, in spite of occasional slips by amateur ministers like Mr. Colby; but she cannot consent to be trammelled by inadmissible conditions precedent. She will not undertake to say in advance that she is prepared to accept an entire tariff in common with the United States. Such a tariff would necessarily discriminate against all other countries, and nothing is more likely than that some of them would pay us back in our own coin.

Alleged consular frauds, in connection with exports from Canada to the United States, form one of the latest sensations. It is asserted that a special consular agent from Washington has discovered extensive frauds, of recent occurrence, extending to several consular districts. The amount is sometimes put as high as a million within the past year, but other statements admit that this is an exaggeration. Underneath all this smoke there is probably some fire, though in the absence of evidence it is only reasonable to suspend judgment. Consular certificates are said to have been signed in blank and handed over to importers to fill up at their pleasure. And it is added that some American consuls in Canada have charged illegal fees. If the alleged illegal fees are intended to be connected with the blank forms, the effect would be an insinuation of bribery; otherwise illegal fees, if they were really taken, would mean undue

exactions on Canadians. It is easy to conceive that blank consular certificates might have had an innocent origin. A consul who might be temporarily absent from his consulate must leave the means of carrying on the business of his office, and this might lead to the signing of certificates in blank. Of the certificates once signed an abusive use may have been made by a subordinate or any one else into whose hands they had fallen. And this might account for certificates of one consulate finding their way into another, which is alleged to be the method of the fraud. But we must not forget that, at the present moment, when the enquiry into international commerce at Washington is going on, with the object of obstructing that portion which is done by Canadian railways, there is an American interest which has a strong temptation to aid in the circulation of exaggerated rumors like the present.

Barbaric navigation laws are among the idols still worshipped in the neighboring Republic. Secretary Windom has just ruled that a foreigner cannot be a mate on a vessel in the merchant marine, and that if called a common sailor he cannot perform the duties of mate. The penalty for infraction of this law is fifty cents per ton each voyage. The effect of such an inhibition is to deny to American merchant vessels an advantage which foreigners enjoy, and to add to the difficulty of the competition, great enough otherwise. Most of the disabilities under which American vessels labor are the artificial creation of laws designed for their protection, but which in practice discriminate against them. And yet American shipbuilders and vessel owners have not got over the notion that protection, in increasing doses, is the remedy for all the ills they suffer. By all means let them have plenty of it.

Under the Chinese Immigration Act, a vessel is allowed to carry only one Chinaman for every fifty tons registered tonnage. The C.P.R. asks that the restriction be removed; and if the capitation tax of \$50 a head be the real regulator of this traffic the request might reasonably be granted. The tax has the same effect as any other Customs duty; a restriction of the number that may be carried is limited prohibition, depending in its operation on the aggregate tonnage offering, relative to the number of emigrants, in which this kind of traffic can be carried on. One tendency it may induce is to cause Chinamen to take passage in unsuitable vessels.

In more than one country there has sprung up, in recent times, what may be described as the legislation of mixed pretence and reality, in which the two elements mingle in varying proportions. By such legislation, American pork has been ruled out of more than one European country, under an alleged regard for the public health. Occasional instances of diseased American pork existed, but not to any extent to create a real danger to health. The necessity of guarding against the importation of diseased cattle has been real in more than one country; but there has