

AN exchange says: "The Dominion Government has disallowed the Manitoba Public Works Act. This is another stone thrown at the Red River Valley railway." We wonder if the Government have any more pebbles left which they can shy at Manitoba and her railroad. The Dominion is playing the part of the small boy, who, when worsted in a close contest, generally resorts to stone-throwing, after having placed a safe distance between himself and his opponent. In such cases the force of the stones is usually spent before they reach the object at which they are cast, and so in the instance of the Dominion Government, the pebbles will fall harmless at the feet of Manitoba.

THE statement that the C. P. R. workshops will be moved from Winnipeg to Lake Superior has again been repeated. The following conversation is reported in the *Calgary Tribune* as having taken place between a representative of that paper and Mr. Whyte:

"Is anything decided yet as to the removal of the Cammore roundhouse to Banff?" was the next question.

"Nothing definite as yet, but it probably will be in a week or ten days. By that time the question of the building of the Red River Valley road will be decided, and if that is built Sir George's plan for removing the workshops from Winnipeg to Fort William will be carried out, and then a central location for large shops between Fort William and the coast will be selected."

"Where is that location likely to be?" asked the reporter.

"It is not known yet, but it will be either Medicine Hat, Calgary or Banff."

WE used to hear a great deal about the worthlessness of Canada as a part of the Empire when considered from Imperial interests. It has frequently been asserted from various quarters, both Imperial and Colonial, that the Imperial authorities would be quite willing to relinquish their nominal sovereignty over the Dominion, and do so with a sigh of relief, as releasing the Empire from a heavy burden as well as a source of danger, owing to the possibility of Canadian interests bringing the Empire into collision with a foreign state. However, it seems that this idea is not nearly so popular in Britain as some have endeavored to prove. The increase in the Canadian tariff has shown that there is a strong feeling in Great Britain to maintain the Colonies as feeders of the Empire. In discussing the new tariff in the House of Lords recently, Lord Lamington said: "He hoped when the papers were printed it would be seen that the Government had done all in their power to promote our home trade, and to maintain a practical, not a merely sentimental, union with the Dominion." In speaking to the same question the Earl of Dunraven said: "The only question which in the future could cause any serious disagreement between the Mother Country and the Colonies was this one of commercial policy. The commercial policy which gave perfect freedom of action to every portion of the Empire to make its own internal arrangements, while at the same time offering a united front against the

commercial invasion of foreign countries, was one which would have to be seriously considered by statesmen of this country." The latter speaker, however, differed from Lord Lamington, in that he deprecated any interference with Canada regarding the fiscal policy of the latter. The Canadian protective policy is undoubtedly assisting the movement in the United Kingdom in favor of Imperial Federation, on the ground that something must be done to hold the trade of the Colonies for British Manufacturers.

A strenuous effort has been made by the British Iron Trade Association to induce the Imperial Government to remonstrate with Canada against the recent increase in the iron duties. A memorandum has been drawn up by the association and handed to the Secretary of State for the Colonies, setting forth the probable effect of the new tariff on the trade of the United Kingdom. The iron manufacturers seem to think that as Canada is supposed to cost the Imperial Government a considerable sum in providing for her defence, etc., the home authorities should have some say in regulating the trade affairs of the Colony, especially when Colonial legislation takes the form of direct opposition to Imperial interests. The Imperial authorities, however, do not seem to fall in very readily with the views of the British manufacturers. They have promised to forward to the Canadian Government the different papers prepared by British Chambers of Commerce, protesting against the new tariff, but further than this they have refused to go. The opinion in the House of Lords seems to be that the commercial autonomy of Canada should be fully recognized, and no interference should be attempted, even though the Canadian policy were injurious to Imperial interests. Moreover it was intimated that it would be useless to appeal to the Canadians, as "no representation from Downing Street would have any great influence." The noble Lords evidently take a sensible view of the matter. The following extract from the paper prepared by the British Iron Trade Association, referred to above, will be specially interesting to Manitobans: "The future, as well as the past, of the Dominion will be mainly dependent on agriculture. The agricultural community are not only interested in getting implements, railways and other things into which iron and steel enter largely, at the lowest possible rate, but they are also immensely interested in securing an outlet for their surplus produce. As it is at present, that produce is being imported into Great Britain in increasing quantities. The progress is, however, but slow, and the statistics which illustrate it clearly prove that Canadian wheat and flour do not easily compete with that which we import from the United States, India and other countries. Canadian competition has hitherto been greatly aided by the fact that vessels which enter the Dominion ports with remunerative freights of iron and steel wares can afford to bring back grain cargoes at low rates. But if, by the imposition of a prohibitory tariff, the exports of iron and steel to Canada should be seriously reduced, such a result must react most unfavorably upon Canadian agriculture, by compelling the payment of much higher freights for grain

cargoes, and, to that extent, disable Canadian wheat-growers from successfully engaging in the race for supremacy in the markets of Great Britain. To illustrate this latter argument, it may be sufficient to observe that our exports of iron and steel to Canada in 1886 and our imports of wheat and flour therefrom almost balanced each other in weight. Presumably, therefore, there were pretty full and fairly remunerative freights both ways. But if freights are to be available one way only, the trade in the importation of Canadian breadstuffs would almost certainly cease, at present rates, since the trade is worked upon a very narrow margin, and a difference of only 5s. per ton in the price of wheat would be likely to exclude Canada from European markets altogether."

Now that the construction of the Red River Valley railway is apparently assured, the next most important matter is the securing of connections to the west. All Winnipeggers are as interested in this as are the people of the west themselves. The matter has received attention from the Winnipeg Board of Trade, and the western people may depend that anything the people of Winnipeg can do to encourage the building of the roads will be gladly performed. Those two or three provincial journals who are so overcome with sectionalism that they profess to see differently are only injuring the cause of the whole province. What is wanted is a united effort to bring every portion of the province into competition with the Canadian Pacific railway, to secure the most desirable results. A supreme effort will be made this season to construct the road from Winnipeg to Portage la Prairie, thereby opening the entire northwestern portion of the province to the salutary effects of competition. As pointed out in the Winnipeg Board of Trade, an effort should also be made to connect Brandon with Rapid City, thereby securing competition at the former important point. No doubt the Saskatchewan & Western Railway Company are only too anxious to extend their line to the former place, and the Brandon people have perhaps made a mistake in not encouraging such a move. But it is not yet too late to mend the matter. A bird in the hand should be worth two in the bush. At points where competition cannot be at once secured there will still be a great benefit derived from the construction of an independent outlet from Winnipeg. Mr. Van Horne has already pointed out that if rates were reduced to and from Winnipeg and the east the company would be obliged to reduce rates to points west of Winnipeg in a corresponding ratio. In conversation with a reporter, Mr. Van Horne said: "I really do not see what the people of Winnipeg expect to gain by the proposed new line. If it results in forcing down freight rates, then our through rates from Ontario and Quebec points to places west of Winnipeg must come down to correspond, and the relative situation, as far as the Winnipeg wholesale trade is concerned, will remain as it is now." We therefore have an authoritative statement from the Canadian Pacific railway that rates to and from points west of Winnipeg will be reduced by the construction of the road to the boundary, even