

including canned meats, lemons, oranges, grapes, apples, pears, and other fruits, cider and perry, common woods, logs, sawed and square timber, paving blocks, staves, hops, lard and its compounds. The United States on their part reduce the duties on crude tartar or wine lees; on brandies or other spirits distilled from grain or other materials, the duty is to be \$1.75 per gallon; on paintings, drawings and statuary, 15 per cent.; on still wines, per case of 24 bottles, \$1.25. Negotiations for a commercial treaty with England are in progress, and contrary to expectation the treaty with France has been completed first, and was proclaimed by President McKinley on the 28th May. It is classed as a reciprocity treaty and was negotiated under section 3 of the Dingley tariff law. When France had plenty of wine from which to distill brandy, Frenchmen used to say that no good spirit could be made from grain; now that the merest fraction of French brandy is the product of the grape, France seeks favorable reception abroad for a spirit which she makes from grain, and which presumably goes under the name of brandy, in virtue of more or less sophistication. Here we doubtless have the explanation of the fact that whiskey, notably Scotch whiskey, and in a lesser degree American and Canadian has supplanted brandy in most countries. The American duty on this liquor, under the treaty, is \$1.75 per proof gallon. The negro, in Central Africa, gets gin for 36 cents a gallon, the sort of liquor, not a French product, on which Paris workmen in these evil days, break their fast, cheap, light wine being no longer within their reach as a daily ration.

When the war is over what will the United States retain of the possessions which, it is taken for granted, she will wrest from Spain? They are likely to comprise Cuba, Porto Rico and the Philippines. Will the United States cut adrift from the isolation which she has hitherto cherished and enter into the cares of the great family of nations? On this question public opinion in the Republic is divided, but the tide is running in favor of the expansionists. It was they who forced the war on an unwilling President, and they will clamor for the retention of all the territory occupied during the war. Their resolute audacity and strength of purpose are sure to win against an opposition which is to a great extent reduced to silence. The spirit of the expansionists is well exemplified on a cognate question, the annexation of Hawaii, committees of both Houses representing, in the face of protests of the Japanese government, that if the United States does not take the islands they will be gobbled up by Japan. On her part, Japan declares that she wants from Hawaii nothing but the due observance of a treaty under which a large number of Japanese emigrated to these islands. No doubt, if the United States is to hold the Philippines, Hawaii would be a convenient halfway house; but even so, the American opponents of annexation point out that a protected coaling station on the islands is all that is really necessary. The annexationists in Congress show the extent to which they are prepared to go when they tack on to an emergency revenue bill, born of the war, a proposition to annex Hawaii. Proceeding thus with regard to islands which have not been conquered, the same spirit would be sure to show itself with greatly increased vigor, when the question of the retention of conquests made from Spain, comes to be considered. For better, for worse, it may be taken for granted that the United States has made up her mind, though she be hardly yet conscious of the fact that she has outgrown the stage of national youth, when isolation was to her a protection and a necessity, and that she

is henceforth destined to take a part in the great community of nations proportionate to her relative population, wealth and intelligence.

THE OTTAWA AND GEORGIAN BAY CANAL.

On the initiative of Mr. Poupore, the Ottawa and Georgian Bay Canal project has had an airing in Parliament. He asked the Government to guarantee two per cent. interest on \$17,000,000 of the canal company's bonds for twenty years. We do not know whether the rules of the House permit private members to ask pecuniary favors of this kind in open Parliament; but if they do, the rules ought to be amended. In the British Columbia Legislature, no petition which asks a grant of money is receivable. Such requests should be made by deputation or petition to the Government, and not on the floor of Parliament.

The reply of the First Minister to Mr. Poupore's request will be satisfactory to the public. He took the ground that the Government ought not to give their sanction to the scheme unless there was evidence to satisfy them that \$17,000,000 would build the canal, and that it was going to prove a commercial success. To a toll canal which would have to compete against free canals, the essential condition of success would be denied.

Would \$17,000,000 do the work of construction? This is really the first question; for if the Government got entangled in a guarantee, and the first estimate of cost fell short, a demand for an increase of the guarantee would be sure to be made. The chances are that the answer given by Sir Wilfrid Laurier in Parliament is but a repetition of what has been given in private, and if so, Mr. Poupore's move was in the nature of an appeal from the executive to Parliament, always desperate, when the Government is backed by a strong majority. No new estimates of traffic and profit are likely to be presented that could satisfy any reasonable person that the undertaking would be commercially profitable.

Even if it could be proved that this canal could beat all internal rivals, it would remain to show that ocean freights would not balance the inland advantage. Many years ago, Mr. Workman, of Montreal, stated, and Hon. John Young accepted the statement, that down to the year 1854 ocean freights from Montreal to Liverpool had, on the average, been twice as high as those from New York. This disparity does not now exist, but the fact shows that the canal rates cannot be considered apart from the ocean freights.

It was, from one point of view, well that Mr. Poupore took a step which turns suspense into stern reality, even if it does prepare the funeral of a cherished bantling. If any Georgian Bay Canal were a necessity, the route now under consideration would, from the nature of geographical situation, command the preference. If no Ottawa and Georgian Bay Canal is, as we believe, destined to be built, at least in this generation, no such canal to Toronto or any other point outside of the Ottawa route will ever be possible. We have always regarded the expenditure on the little Trent Valley Canal as unjustifiable.

CANADIAN FOREIGN TRADE.

Ten months' foreign trading gives promise of an unequalled record when the fiscal year is closed next June. Returns to April 30th show the total trade to have amounted to \$44,451,000, as compared with \$204,435,000, an increase of \$40,000,000. The imports entered for con-