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EDWD. TROUT, MANAGER.

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THE SITUATION.

Another American fishing vessel, the "Ella M. Doughty," has been captured for purchasing bait in a Nova Scotia, (Cape Breton) port. She was provided with "touch and trade" papers, signed by an American Customs collector, but she neglected to enter or clear at the Canadian Custom house. The purchase of bait is not denied. The captain of the seized schooner, who is principal owner, expects to be able to secure indemnity from the United States government. In this case the violation of the treaty is beyond dispute. Captain Doughty admits that if American vessels cannot buy bait within the three mile limit, they cannot carry on their calling. But that is no reason why American fishermen should feel the indignation they exhibit at this seizure. They thought they would be allowed to play the part of the overbearing big boy in dealing with the small one. But treaty obligations among civilized nations must go for something.

Senator Frye is busy with measures of legislative retaliation. At his instance the Senate agreed to an amendment to the Shipping Bill before Congress, authorizing the President to issue a proclamation, whenever he may deem proper, denying to foreign vessels such privileges as the country to which they belong denies the vessels of the United States. Canada has no desire that her fishing vessels should be allowed to purchase bait in American ports. The amendment, of course, goes beyond this; but the municipal law of the United States cannot release the government from the obligations of the treaty, and it is doubtful whether even release from the obligations of the treaty would help the American fishermen, for then international law would govern the case. It is an unpleasant duty for Canada to have to make these seizures, but there is, under the circumstances, no other way of protecting her rights.

Meanwhile the Canadian Parliament has before it a bill, introduced by the Minister of Marine, which would meet the case, provided the existing treaty were set aside. It provides a penalty for any vessel fishing or

preparing to fish in contravention of the law of nations as well as in opposition to any treaty or convention. When this Bill becomes law even the abolition of the treaty of 1818 would not improve matters for American fishermen. Canada is willing and anxious to accord to them every right to which they are entitled under the treaty or the law of nations; but she cannot surrender her own rights, which are valuable, without equivalent in some form, and she has no desire that it should be in the form of pecuniary compensation.

Measures for establishing the line of boundary between Alaska and British Columbia will probably soon be taken. President Cleveland has informed Congress that the United States Government is prepared to take part in a preliminary investigation of the question as soon as an appropriation of \$100,000 is obtained. A joint survey of the line, by the two countries, would be the most satisfactory means of establishing the facts on which the decision will properly depend. No investigation on paper can establish the facts, useful as it might possibly be in some respects. This boundary is defined by a treaty between Great Britain and Russia, the former owner of Alaska, which became obligatory on the United States when they acquired the territorial rights of Russia in Alaska; and the thing will be to make the words of the treaty conform to the line as it exists on the ground. This, without a survey, will be impossible, and any other than a joint survey would cause delay and would almost certainly give rise to disputes.

So far as any general result of the strikes has been reached, it is expressed by the word failure. This is true of the United States, taken as a whole, though there are exceptions. In a few cases shorter hours of labor have been secured; in some higher wages have been got; but, as a whole, the short time movement has not succeeded, and as a rule higher wages have not been granted. But the agony of the labor movement is not yet over, and though future results may not be uniform they cannot vary much from those which have come. If nothing succeeds like success the impetus of failure may be compared to the accelerated motion of a weight falling through the atmosphere as it approaches the earth. One effect of the strikes has been to test the strength of the Knights of Labor, and though they are powerful they are much less so than had been imagined.

Now that the back of the strike is broken, American enterprise is expected to take a new start. This movement says the N. Y. *Commercial Bulletin*, "is not a mere speculative impulse; it is a healthy reaction from liquidation, from national economy, from the purgation of credits, from the postponement of new enterprises, and from an abnormally low range of prices." Nor has the spring trade been wholly lost, as some had feared; and there is a general belief that the prospect of the fall trade is good. Even prudent persons predict a "boom" for the second half of the year,

Still dulness characterizes trade in general in the United States. The New York money market ruled quiet and easy all last week, and on Wednesday last there was only a moderate demand owing to the tameness of speculation and the general languid movement. Loanable funds are plentiful in the States, and in London on the 19th there was an easier market, a feature being the decline of silver to 44½d. per ounce. According to returns received by the Boston *Post* from the leading clearing houses in the United States, the total clearings at thirty cities last week were \$795,032,405, against \$750,540,239 last year. The continued labor agitation, causing restricted dealings in trade, has been one cause producing this effect.

The strike of the Toronto Street Railway men has ended in signal failure. The places of the strikers have been filled without difficulty, and in two weeks more the new hands will be as expert as the old. The "free" omnibuses set going by the strikers have been well filled and must have taken a good deal of patronage from the street cars; but this opposition cannot last. The pretence of free busses can scarcely be sustained; indeed, it is admitted that considerable sums have been received from passengers. It is a modern variation of the old trick of selling a straw and giving away a pint of ale; nothing is sold in terms, but the price of the ride is never refused. These omnibuses are neither chartered nor licensed, and presumably Mr. Smith might have obtained from the courts an injunction to restrain their running. That will, no doubt, come in time from some quarter; and then the deluded strikers will begin to realize what they have lost. If they had had any foresight they might have got a glimpse of it before they made the fatal venture.

The public meeting of the striking Toronto Street railway men on Wednesday night had no public significance. Full service by the company being practically restored, the public has no longer any interest in the dispute. The attempt to make out a breach of agreement by the company was a heroic disregard of the well established facts. The resolution levelled at the "tyranny" of the President of the company cannot be taken as an expression of public opinion; it is a mere device of the defeated strikers for recovering the public sympathy which they have so largely forfeited. The appeal in favor of an omnibus company to be formed by the strikers is not likely to succeed; the street railway company has an exclusive charter for a term of years, and it is a question whether its rights can be interfered with in this way.

Mr. Van Horne has announced the intention of the Pacific railway company to invite the members of the Legislature to inspect the road for themselves, on a visit to British Columbia. For this purpose a magnificent palace car, the "Yokohama," will be at their service. The excursion cannot of course take place till after the session. Three hotels, described as "superb,"