

our Maritime Provinces at a much less rate than from certain points in Canada. Facts of this kind to be perfectly understood should be set out in detail. This discrimination is a reality, and if on examination it should be found as serious as represented, it is reasonable to hope that some relief might be obtained. The chief complaint is at present made against the Canadian Pacific, its connection with Minneapolis giving it peculiar facilities for doing the business in question at low rates. But individuals who, as part of the public, have contributed to the subsidies enjoyed by a railway, can never be expected to take kindly a use of the road which is, as they deem, unfair to their business and injurious to their interests.

It is gratifying to learn that in the provinces of Prince Edward Island, New Brunswick, and Nova Scotia the hay crop is abundant. This crop is to the Maritime Provinces what the wheat crop is to those of the West; and it is in the highest degree satisfactory to know that it is this year an excellent showing. In many districts the farmers are now well on with their haying. From Manitoba, unfortunately, the accounts are not so good; but it is possible that before harvest there may be a change for the better. In Ontario cereals are promising well.

INTERNATIONAL RAILWAY COMPETITION.

Canadian railway competition in the United States is believed by the managers of the New York lines to interfere with their profits, and for that reason they are desirous of getting rid of it. With this object, the enquiry before the Senate committee, now taking evidence in different cities, was begun. The committee is instructed to report any legislation which it may deem necessary "for the protection of the commercial interests of the United States."

The complaint of the New York roads is that the Canadian companies doing business in the States cut rates. From these premises the natural conclusion is that those American roads wish to get an opportunity to raise rates; but knowing that this course would be unpopular, they deny that such is their intention. Several witnesses before the Senate committee have been asked whether the raising of rates is the mode in which the New York companies would seek to benefit themselves on the removal of Canadian competition; some answer affirmatively and some negatively, according to what they believe to be the bent of interests they represent. For the removal of the competition of the Canadian roads is by no means generally desired. In New England the desire for its continuance is strong and almost universal, and has found expression in this enquiry, through the representatives of trades organizations and manufacturing corporations. The Executive Business Association and the Chamber of Commerce of Boston, the Portland and the Bangor Boards of Trade, all sent representatives to claim a hearing before the Senate committee. The

manufacturing city of Lowell was also heard. The Boston representatives were instructed "to advocate the interests of the city of Boston and New England as in opposition to the proposed change in the law which will abolish the competition which the merchants and consumers of New England now have through the Canadian railway system." This interpretation of the object of the movement being carried on before the committee—the abolition of Canadian competition—is noteworthy, as it shows what those in a position to get a near view of what is going on among American railway men believe to be the object sought to be attained. In the spirit of their instructions the witnesses spoke. They were backed up by the representatives of manufacturing corporations and by the representatives of the New England railways, which have important connections with the Canadian lines. How Canadian competition had operated was shown by the representative of one of the cotton companies: "Until the Canadian roads got into New England," he said, "the mills had to pay an arbitrary extra rate of 25 cents per bale on cotton; but after the Canadian roads were extended to the American seaboard this arbitrary rate was abolished, for fear lest the Canadian roads might get the business. Without an actual transfer of it to the new competing roads, the extra rate disappeared." And Mr. Choate, president of the Old Colony Railway Company, said he saw no way of the complaining American lines obtaining their objects except in the receipt of higher rates, which must fall on the consumer. The Grand Trunk got credit for being "the pioneer in bringing about improved service and low rates."

In this contest New England does not merely stand on the defensive. She makes against the New York lines precisely the same complaint that they make against the Canadian: that these lines discriminate in favor of a particular port. The complaint of the New York railways is that the Canadian lines discriminate against the United States, meaning New York and its railway system; the complaint of New England is that the New York roads discriminate against Boston, Portland, and other New England ports. The Boston Chamber of Commerce, not long ago, made this complaint by petition before the Inter-State Commission, but failed to obtain redress of what it represented as a wrong, and doubtless felt to be such.

The New England witnesses had a word to say for the Western States, to which they said the Canadian railways were beneficial not less than to New England. But the West was allowed to speak for itself. The Chicago Board of Trade being asked through a special committee the question, "Do Canadian lines of transportation in the United States affect the commercial interests of the United States favorably?" the reply, in the following words, must be regarded as satisfactory, from a Canadian point of view: "Probably as a whole they affect it favorably, in so far as commerce is favorably affected by having open to it as many channels of trade as possible." The question thus

answered was in general terms, and the reply spoke not for the West only but for the whole country. The question being asked in what manner these roads affect American commercial interests, the special committee of the board replied that it had smashed pools and equalized freights from the West to points in New England, where American lines, under the Inter-State Commerce law, charged exorbitant rates. The Grand Trunk, it was added, had been the pioneer in the dressed beef trade, which American roads had discouraged to the interests of the live stock trade and the commissioners. Only in the case of perishable goods had Canadian roads diverted themselves traffic originating in the States. They had been "among the first to operate transfer elevators here for the preservation of identity and the weighing of grain in hopper scales as required by the State law, which is openly defied by some American lines." The strong compliment is paid to the Canadian lines of saying that they "have won the large share of business from the West by uniformly just and equitable treatment of patrons." The conclusion was reached that in the opinion of the board no additional legislation affecting the roads is necessary; but that laws should be passed to make the bonded system in connection with the Canada trade untrammelled. Railway associations, of which examples were given, should be forbidden by law, as they destroy competition and evade the law. Such is the testimony of the Chicago Board of Trade.

It appears from these facts that the Canadian railways are by no means without support in the United States. But the question were to be decided on a basis of relative strength, if the States from which Canada derives its backing were the weaker, the Canadian roads could only hope to secure a mitigation of the stroke directed against them. But there are other considerations which may have weight with Congress. As our railways are treated it is the power of the Canadian Legislature to treat American. This consideration ought we should think, to make some of the New York roads pause before they provide against themselves the measures which they design exclusively for their Canadian competitors.

THE MERCHANTS' CONVENTION AT HAMILTON.

As the time for the Convention of Merchants at Hamilton draws near, the desirability appears of choosing beforehand suitable matters for discussion and ventilation at that gathering. What is needed is not fine-spun theories, nor yet elegant and lengthy essays, so much as practical views upon the systematic and economical conduct of business.

A considerable number of letters have already been received, we understand, by the authorities of the convention, proposing discussion upon a great variety of subjects. Many of the matters mentioned are doubtless of an unimportant and merely local character; others bear the impress of personal pique, and it therefore becomes a question how far it is prudent to use them.

But there are some for discussion. Thus

1. SELLING GOODS.
2. THE CREDIT OF WHOLESALE AND RETAIL.
3. RETAILERS' CREDIT.
4. CASH DISCOUNT.
5. STOCK-TAKING.
6. A MUTUAL FUND.
7. PEDDLERS' COLLECTING.
8. BUTTER SHIP.
9. HOT WEATHER.

TOBACCO.

It is not alone at Ottawa that the genuinity which respects the importer. We placed zeal breaking of Inland Revenue worrying the dealer's department appearing crusade of late ago country who have been broken certain for dealers, regular ever, long been unnecessary, unwelcome laughing-stock. been sent to dealer been made on the the Crimes in the Act, 46 Vic., cap. space we abbreviate singular regulation.

Regulations, Act 1885) which must sell whole packing the properly ca retail dealers are bacco at retail f boxes, or half-box.

But section 3 of manufactured tobacco cut a package in two thirds of the pack therefrom."

There would be these two sections definition of what a "retail" constitutes selling of the Tobacco and Orders-in-Council we find the following

The law imposes person who shall without breaking 55 to 63 give minutes these stamps, and vides recipes for properly for such

Truly a pater when so much to one to "do all this But will the de revenue stamp p solid tin caddy bacco is to be caddy, unless on hammer and cut injuring every pl