

THE Eastern Canadian press, as a rule, has taken a very one-sided view of monopoly in Manitoba, and because these papers think their own selfish interests are secured they have done what they could to keep this country under the despotic heel of monopoly. The *Montreal Trade Bulletin*, however, forms an exception to the rule. Under the heading of "Disallowance" it recently discussed the question in the following vigorous language: "Disallowance, as understood by the settlers in Manitoba and the Northwestern Territories, is one of the most virulent types of monopoly that can possibly be conceived, as the Government not only stamps out the life of trade competition, but it hands over the commercial liberties of the people to a railway corporation, which has already demonstrated its aptitude for abusing the license with which it is invested by the exorbitant tariffs it imposes on the products of the prairie between points where it meets with no competition, as compared with points where competition begins. For instance, it cannot be disputed that the Canadian Pacific Railway Company charges 30c. per 100 pounds on grain over a distance of about 500 miles where no competition exists, whilst it carries the same grain 1,000 to 1,500 miles for 20c. to 22c. per 100 pounds where it has to compete with rival routes. These are stubborn facts which upset the spacious reasonings of the upholders of the worst form of monopoly that was ever fastened upon the settlers of a new country. A morning contemporary says:—

If there are any instances in which the charges of the Canadian Pacific are unfair, the remedy can be applied by other means than the introduction of an American line to replace the Canadian one. The Government has the regulation of the Canadian Pacific tariff, revising it every year, and can decline to sanction rates of an oppressive character, and it is by representations to the Government that the Manitobans ought rather to proceed to remedy any hardships they can establish in the matter of transportation charges.

Then why is not the remedy applied? Surely the paper making the above statement cannot be ignorant of the fact that the instances cited by us, were elicited under oath before the Royal Commission on Railways, a refutation of which has never been attempted. The policy of the Government in refusing to grant the Manitobans provincial charters to build lines south of the Canadian Pacific road in those sections which call loudly for more railway facilities in order to develop their resources more rapidly, is narrow-minded in the extreme, and the most arbitrary course that any government can pursue, in nursing a monopoly at the expense of the rights of a whole people. We know of nothing more calculated to check the stream of immigration into the Canadian Northwest, than the knowledge of the fact that the interests of the only railway now running through Manitoba and the Northwest Territories, are to be conserved at any cost, to the immense injury, oppression and persecution of the entire population of a new and rising empire. Disallowance says to the people of the Canadian Northwest: "The railway facilities you need in order to better your condition, must not be begun; you must be content with a stunted growth, and pay whatever exorbitant premiums the Canadian Pacific Railway Com-

pany may see fit to exact from you on whatever produce you require to ship." That is the plain and honest way of pushing disallowance down the throats of the Manitobans and the settlers in the provinces beyond."

A CIRCULAR received from the large coffee house of Chasé & Sanborn gives valuable statistics to show that the recent advance in coffees is a legitimate one and due to shortage of supplies. The estimated production for 1887 shows a falling off in the crop of every coffee country, the total being 8,455,000 bags, against 10,106,000 bags last year. The firmness of the situation will be further appreciated when it is stated that "The consumption of coffee for 1886 and 1885 was 2,000,000 bags more than the production in the same time. The 1887 crop, liberally estimated, will fall short of the 1886 crop nearly 2,000,000 bags," thus making a deficit of say 4,000,000 bags in the production, as compared with the consumption of coffee for last year. Prices have advanced steadily, showing the following appreciation in the cost of green coffee in cargo quantities at Atlantic ports, as compared with this time last year:

	1887.	1886.
	Green.	Green.
Fair Rio.....	17½	9
Medium Java.....	22½	15½
Low Grade Java.....	19½	12½
High ".....	26	20
Maracaibo (medium).....	18½	10½

It will therefore be seen that in order to obtain the same grades of coffees, a considerably higher price must be paid, as only inferior and adulterated coffees can be supplied at former prices. Coffees were very low in price in 1885. For instance, medium Java averaged for that year \$15.74 per 100 pounds, or the lowest price in ten years, the highest being \$24.36 per 100 pounds as the average price for 1879. Since April, 1886, however, prices have steadily advanced. In dealing with the question the *New England Grocer* says: "There seems to be a disposition on the part of many grocers to complain of the present market for coffee, and apparently are more inclined to buy at a set price, regardless of grade, than to pay the advance in value and maintain quality. They labor under a misapprehension of the true state of affairs, and look upon the recent rise as of a speculative nature, asserting their belief that the big jobbing houses are making money at the expense of the retailer. This is not a fact. The truth is that wholesale dealers would have made much more money had there been no advance. The rise was not caused by speculation, but by the statistical position of the market. The retailers complain that they cannot advance prices so as to obtain a profit, but are obliged to sell at cost, and that their customers grumble at the high rates. Grocers, that isn't the way to do business. Charge as large a per cent. of profit as you ever did. Let your customers understand that there has been an advance—that your coffee costs you much more than formerly, and that consequently it must cost them proportionately more."

THE large amount of property exempt from taxation in some parts of Manitoba and the territories is a source of great inconvenience to some municipal corporations. There is first the Dominion Government property, which is, of

course, not liable to local taxation. Then comes the vast amount of real property held by the C. P. R. Co., and also the lands of the Northwest Land Co. In Manitoba the evil is not so severely felt as in the territories. In the province the greater portion of Government land has been taken up and thus rendered assessable. The C.P.R. land has also passed to a large extent into the hands of private parties, and is now subject to municipal taxation. Still, in some districts the amount of non-taxable land held by the C.P.R. Co. and the Northwest Land Co. is sufficient to render the burden of taxation to be borne by private owners considerably heavier. In the towns along the main line of the C.P.R., west of the boundary of Manitoba, this burden arising from non-taxable lands is most severely felt. These unsold town properties are mostly held by the Northwest Land Co. and usually form the greater bulk of the lands of such towns. A move is now being made against this state of things, and petitions have been sent to Ottawa with the object of endeavoring to secure a remedy for the evil. The Regina town plot is held by the Government and the C. P. R. and Northwest Land Companies, an arrangement existing between the different bodies as to the disposal of the properties. At a recent meeting of the council of that place, a resolution was drawn up to be forwarded to Ottawa, requesting that the arrangement between the companies and the Government be dissolved, and that the lands be put up for sale by tender or auction, so that they might become the property of private parties and be liable to taxation. The newly-formed board of trade at Medicine Hat has also taken up the matter and passed the following resolution: "Whereas, we, the Medicine Hat Board of Trade, consider that a great injustice is being done to those who have purchased lots in this town from the Northwest Land Company, by an arrangement which the Canadian Pacific Railway has made with said Northwest Land Company, so that their unsold lots are not liable to taxation, thereby throwing the whole burden of the taxes upon our citizens. Resolved, that our secretary, with the assistance of the executive committee of this board, communicate with Mr. Davin and ask him to use his influence to have this injustice remedied." In regard to the property held by the Northwest Land Company, some difference of opinion has existed as to whether or not the lands owned by the company should be liable to taxation. The C.P.R. lands are exempt from taxation by agreement with the Government, but as soon as the lands passed out of the hands of the latter company they were to become liable to assessment the same as other properties in the district where they might be situated. As is well known, the lands held by the Northwest Land Company were transferred from the C.P.R. to the former company; but so far the land company has managed to evade the payment of taxes by claiming some sort of a partnership arrangement with the railway company. In Manitoba an effort has been made to test the legality of the land company's claim to tax exemption, but so far without successful result. These tax exemptions form a portion of the bonus which the people of the Northwest have to pay directly to the C.P.R., though the people of Eastern Canada would fain have us believe that they only have assumed any obligations in connection with the building of the road.