

ridiculous those people are who place the worst construction possible upon Mr. Ewing's—it may be conscientious—scruples against “worshipping,” on an occasion when the duty was not really and absolutely incumbent, a power and authority, the non-recognition of which is one of the foundation principles of its system. Is not all this fuss that has been made childish, if not idiotic? Is British prestige and authority weakened because one man, who represents a country that has during its entire career been at the antipodes of sympathy with us, did not join to sing “God Save the Queen”?

### THE EASTERN TRADE.

Our United States neighbors manifestly intend to continue their policy of obstructing as much as possible Canadian trade and traffic and are unwilling that we should compete with them upon equal terms for their carrying trade, however much more cheaply or more satisfactorily it can be done by us than by themselves. With them it has—and naturally—been the United States first, last and all the time. This is all very well, even from the Canadian point of view—which, like that of the Americans, is the building up of their own business, no matter at whose cost. They have, however, very frequently obstructed us not on the merits of matters at all, as would have been the more manly course, but have very often adopted the pettiest pretexts for their action, and often the meanest manner of securing the end they sought. In a recent issue, however, the *Maritime Register*, of New York, has come down flat-footedly, and stated what it, as a representative of public opinion desires and how it proposes to attain it. It says:

“The United States have no particular desire to injure Canada or Canadian railroads. At the same time they are decidedly opposed to having their own commerce injured by Canadian railroads, especially where they can prevent such injury. Canada has built up a very thriving traffic between the East and the United States over her rail and steamship lines. The trade has prospered at the expense of the American railroads.”

Why is this? Only because the Americans have not offered the same facilities at as reasonable a cost. The *Maritime Register* continues:

“It is not a new trade; it is not a

trade that belongs to Canada, or that Canada could develop for her own cities. It is the great Eastern trade that properly would use San Francisco or one of our Northern Pacific ports, had not our Inter-State railroad law, which heretofore has not touched Canadian railroads, given them an opportunity of underbidding our own lines, and by consequence securing the trade. Now that politics are to be left out of the question and Canadian railroads are to be placed under the same restrictions as our own roads, or to be kept out of the country, complaints come from across the border about the harsh measures proposed here. But the measures are not harsh. They are simply necessary, if we do not want all our Oriental trade to come to us by way of Canada. This trade is already a great one. It promises very much more for the future, and it is absolutely necessary in order to insure the welfare and growth of our own Pacific ports. San Francisco should be the American terminus of the great Eastern trade route, and it can be made such if unfair competition is prevented.”

Evidently our neighbors are going to use their every endeavor to secure from us what they declare is “not a trade that belongs to Canada, or that Canada could develop for her own cities.” If the trade really is theirs, or we cannot develop it, why do they vex themselves so much, and advocate more restrictive measures? The answer is easy. They are afraid of us, and that because they dread the idea that eventually San Francisco may be overshadowed by Victoria or Vancouver.

### COAST IMPROVEMENTS.

In view of the contemplated improvements in the buoying and lighting of the British Columbia coast, it is well to note that the British Trinity House authorities propose, as it is termed, to “internationalize a uniform system of buoys.” The advantage contemplated will be apparent on a moment's thought. Maritime nations use the water ways of the earth so much in common that everything pertaining to the safe passage of the seas should be so much alike that for mutual protection and safety so important guides as buoys, should be of a uniform character in all navigable waters. Everything

that will tend to simplify navigation rules tends to greater safety on the water. It is not to be expected that there will be international rules for everything relating to shipping; and that all shipping laws will be of one common order, but in all that relates to lights, buoys, steering rules, signals and the like, it is to the general good that there should be but one kind. Matters of detail will, of course, have to be arranged by a duly authorized and competent international authority; but, however difficult these matters of arrangement may be, it is certain that in the same way as there are rules of the road on the high seas, a uniform buoyage system is eminently desirable, as it gives additional protection to navigation, and is entirely practicable. The simpler it is made the better, and its excellence will depend upon embodying in it to the fullest extent lights, shape and sound as distinguishing signals.

### EDITORIAL NOTES.

DURING the month of March, according to the official returns, an augmentation of \$1,100,000 is shown in the note circulation account, which is now \$3,020,661, while notes and cheques of other banks show a corresponding increase of nearly \$3,000,000. Deposits on demand are two and a half millions greater than the previous month, which shows an improvement in the commercial situation. Commercial corporations had borrowed \$25,678,500 at the close of March, being a decrease of \$856,000 for the month, but loans to other traders are higher by \$1,687,000.

ACCORDING to the New York Commercial Bulletin, the aggregate fire loss in the United States and Canada for the three months, ending with 31st March, was \$32,998,150, compared with \$25,032,625 in 1890, and \$30,610,700 in 1889. January of the present year was a bad month for fires, making up about eleven and a quarter millions, but March has exceeded this, aggregating \$12,540,750. Of this amount, six fires, all exceeding a quarter of a million, contributed a total of \$4,032,000 ranging from the Buffalo fire, \$264,000, to the New York Bleecker street fire, \$1,650,000.