

The Commercial

WINNIPEG, AUGUST 24, 1886.

TRADE ACROSS THE PACIFIC.

We believe there are few people who comprehend the trade relations which can be opened between Canada and places in and across the Pacific Ocean, now that we have the C.P.R. connection to that coast, and the bulk of our people look only to the borrowed or reflected commercial greatness which Canada can secure through this trans-continental highway.

Since the completion of the C.P.R. to the Pacific shore, and for some time before that we have been hearing of the wonderful lines of traffic it will open up. The tea trade of China and Japan is calculated to contribute to C.P.R. traffic, even New Zealand and Australia, are expected to contribute in this way, and the dazzling view of the road becoming a great military highway between Great Britain and India, has been studiously held up for our admiration. The greatest of Canadian statesmen has spoken of Liverpool and Hong Kong, as termini of a great globe semi-circumferencing route, of which Canada and its greatest railway was merely a link and a gateway for through traffic. Few have viewed the opening of this road as a basis on which Canada can open up direct trade with new fields on and beyond the Pacific shores, and with the exception of the appointment of a Canadian Agent General for Canada in Australia no important move can be said to have been made in this direction. All this traffic between the mother country and its Asiatic and Oceanic colonies we Canadians wish to profit by as much as possible, and even as a military highway we should be well pleased, to have a route through our country made use of should such highway be required, although we hope war's demands will never call for such. But we insist that more attention should be given to the opening up of new foreign markets for our own products, and to the development of industries and branches of trade in places where they did not formerly exist, but where the completion of the C.P.R. has made them possible, and encouraging to capitalists as paying investments.

Such new fields for foreign trade, and openings for new industries as above referred to, are not difficult to discover in

lands washed by the greatest of oceans, and they are to be found without having to cross to the Asiatic shores. Along the western coast of this continent from California south to Cape Horn are a succession of Spanish speaking republics, with which Great Britain, and even the United States, have long done a profitable trade via Cape Horn voyages. The imports of these countries comprise many commodities, in the production of which Canada excels, and is able to compete with any other country. Still the Andes shadowed coast of South America is still to us, so far as our trade interests are concerned, a *terra incognita*.

Again in the great Archipelago of the Pacific we have an inviting field for trade. There as Montgomery puts it.

"The immense Pacific smiles
Round ten thousand little isles."

And with these thousands of islands it is astonishing the trade United States merchants and manufacturers have opened up and controlled, owing to the short route they possessed via San Francisco. Now they possess no advantage over Canadians in that respect, and there is a wide field for Canadian as well as United States products, in the Sandwich, Fijigee, Marquesas and other groups of islands, in which the effort is all that is necessary to make our commercial influence felt there.

A very careless consideration of climatic affairs is enough to convince any man that nature has laid the ground work for an interchange of products between Canada and the countries we speak of. Our arid northern air produces what cannot be produced in the warm humid air of the Pacific, and there we can find products foreign to our climate. On our British Columbia coast are numerous sheltered harbors for shipping such as few if any other countries in the world possess, and in that same province can be found the timber and spars, and if necessary the iron and coal for ship building, inferior to none in any other country, so that we need not seek foreign bottoms with which to distribute our exports around the shores and islands of the great Pacific. We can avail ourselves of all these advantages, and at the same time in no way interfere with our becoming a prominent link in the traffic way of Great Britain and its Asiatic colonies, or making the C.P.R. one whit less valuable as a military highway.

To enable Canadian exporters to move intelligently in the direction we have above indicated, it is necessary that they have reliable information to guide them, and we believe the Dominion Government have done many more foolish things, than appoint a commission, to inquire into and report upon the chances for opening up such fields for Canadian foreign trade, as the C.P.R. route to the Pacific coast has made practicable.

THE SOUTHWESTERN MAILS.

The cry which is now being heard from Southwestern Manitoba for improved mail accommodation is one very likely to be passed lightly over by the city newspaper reader, who enjoys the luxury of two or three mails every day, and the pleasure of reading the telegraphic news of the world condensed in his morning and evening paper. But it is one which has good cause for being heard, and the people who live in these needlessly isolated towns and villages are complaining of a genuine grievance, the hardship of which is aggravated by the utter inutility of its continuance, and the unnecessary and even wanton expense incurred in its maintenance.

By referring to the letter of Mr. W. Walton, to be found elsewhere in our columns, the utter inadequacy of the mail service in southern Manitoba from Manitou westward can be clearly comprehended. A railway has been in operation for nine months with regular daily trains running since last winter, which pass through such growing towns as Pilot Mound, Crystal City, Clearwater, Cartwright and Killarney, besides some smaller places. Yet these daily trains do not carry a single mail west of Manitou. Pilot Mound, Crystal City and other points from Cartwright east have to content themselves with an apology for a tri-weekly mail, sent from Manitou, behind a span of spavined horses or mules, and Killarney and other points west of Cartwright, have the luxury of a semi-weekly service forwarded from Brandon in a similar manner. How the residents of the towns referred to are served by this ante diluvian system of horse and mule whacking, our correspondent's letter truthfully explains, and saves us the necessity of wading through such a maze of block-headed stupidity.

It is said of the early Dutch settlers in Pennsylvania, that when sending a sack of grain to mill, they hung it on one side