

men and horses from Minnesota and Dakota, the duty upon teams so brought in being an obstacle. Were the owners of the teams intending to become settlers, there would have been no difficulty of that sort to overcome, as intending settlers' effects, including live stock, are entitled to a free entry. The Minister of Customs, however, readily arranged the matter in this way: There will be no bonds required of the parties taking their teams across the boundary merely for the temporary purpose of working on the Pacific Railway. The whole duty on the horses and waggons required by the tariff will be paid by the railway company, the Government undertaking to refund such deposit whenever the articles described in the entry are taken out of the country. The company will, it is likely, retain out of the wages of the men whose teams are thus brought on to their works, the amount of the duties so advanced, such deductions being made good whenever the teams return to the United States, by an order from the company's representative upon the Customs' official, where an export entry is applied for.

Such facilities for Dakota settlers to visit the North-west territories in the employment of the railway company, may, perhaps, lead to the repatriation of many of our fellow countrymen who may have been persuaded to settle on the American side because of greater conveniences of railway transport. Many a man will remove where he can get steady employment for himself and horses, and can obtain a homestead and pre-emption upon which to leave his family during the summer months, while he and his teams are earning good wages; and in three years of such experience he would be able to secure his free title to the former. The Canadian North-west may in this way, furnish substantial inducements of a new character to the right kind of settlers.

#### CANADIAN COMMERCE WITH SOUTH AFRICA.

In a former article, we pointed out the position which American manufacturers are taking in the trade of South Africa, and alluded to the share which Canadian goods might, and ought, to take in that trade, more because of our natural position and capabilities, than because of our relations as sister colonies and portions of one empire. As far as the necessity of establishing closer intercolonial relations goes, the same general remarks would apply to Australia and New Zealand. There is this difference, however, in the probable commercial destiny of the two groups of colonies: Australia is a comparatively well-wooded land and is to some extent already a manufacturing country;

South Africa is wanting in timber, and, what is of more importance to us, is not now, and probably never will be, a manufacturing country. The Cape Dutch element, which forms the basis of the white population of all South Africa, is pastoral and agricultural by hereditary instinct and disposition; and while the English form the bulk of the shop-keeping class, a considerable portion of such colonists settle into ostrich-farming or stock-farming. The instincts of the natives, from the Cape Colony right through Central Africa, are pastoral rather than mechanical. The Basutos, under Christian teaching have, it is true, turned themselves into a tribe of grain-farmers, and have, to a considerable extent, taken to industrial arts; but the general native tastes run to flocks and herds and lands rather than to workshops. It is upon these grounds and the fact that South and Central Africa are wanting in just such products as America—and particularly Canada—can produce in greater abundance and cheaper than any country, that our estimate of the importance of future trade, there is to be based. Canada has already got a slight foothold in Australia and there is no reason why she should allow a trade which may prove of still greater value, to slip altogether into American hands.

The commercial relations which might be opened up, need not be one-sided as regards its mutual benefits, for while Canadian manufacturers can send to South Africa lumber, manufactured building materials, household furniture and other wooden wares, agricultural implements, stoves and fuel, flour and grain, we could also import from there Cape wools, for the manufacture of some of our own tweeds; ostrich feathers, and, to a limited extent, ivory, coffee, sugar, arrowroot, aloes, and a few semi-tropical fruits, with probably a small amount of Cape wines. The copper of the Namaqua-land mines of the Cape is reputed to be the best in the world, and as the brass foundries of Canada are assuming a character of special prominence, no doubt the advantage of importations in such raw material would be readily perceived. In products such as this and Cape wools, the benefits would be reciprocal, and from the manufacturer's stand point, doubly advantageous. In this connection, a contemporary suggests that Angora hair, which is now forming a special feature of Cape exports, might be imported and factories started for its manufacture and exportation in the shape of cashmere goods. But in the materials which this country already possesses, and without such experiments, the foundations of a permanent trade with the African continent may be laid, as it has already been laid by the Americans, and in some lines now monopolized by them. Considerable

quantities of butter and cheese are imported into the Cape, but such products now come from Europe. In the item of lumber alone, material to the value of £2,000,000, within a fraction, is imported to the Cape, and nearly all we believe, comes from the forests of Norway and Sweden. Occasionally a cargo goes from Quebec, and once in a while a lumber vessel even reaches the Cape from British Columbia, but the trade is practically undeveloped. In the item of school-house furniture, among other kinds of house furnishings, a large trade may be done in South Africa. The firm of Baker, Pratt & Co., of New York, as one among the trade, send out school-desks and fittings to the value of many hundred dollars annually to the Cape, yet it has been boasted that Canadians—who have sent nothing there as yet—equal, if they do not actually excel the Americans, in all that pertains to school equipments as well as school management.

Referring more generally to the trade which the Americans are now doing with South Africa and which they will continue to extend through the English colonies to Central Africa, the recent expedition of Commodore Schufeldt is an indication of the efforts that are now being put forth from that quarter. In his last report, recently published, Secretary Evarts says: "taking the present volume and character of the trade of the southern division of Africa into consideration, it is considerable enough to forcibly excite the commercial enterprise of our manufacturers and exporters; and considering the success which has attended the modest efforts for the enlargement of our trade in Madagascar and Zanzibar, there is no reason why our exports to the southern division, should not amount to ten or twelve millions besides sharing in any development which may take place in the commerce of Central Africa." The *American Exporter* goes even farther in its predictions and says that "Had we direct steam communication with the coast of Africa from Zanzibar round by the Cape of Good Hope to Senegal, we could, in a little time, build up a trade of at least twenty millions, where our total trade now is less than six millions." There is no reason why at least a quarter of the present trade there, should not be transacted by Canadians.

In calling attention to this subject, we would not wish to lead over-sanguine merchants to believe that any class of Canadian goods can be introduced into South Africa at once and without effort; but rather to shew that there is a foundation ready for a future trade. Success in such a field is not to be obtained by any spasmodic effort, but by creating and maintaining a steady stream, which will develop from a small beginning and in course of time justify the introduction