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THE SITUATION.

Coercion in Ireland we are now told to regard as a thing of the past, Mr. Morley, the new Irish Secretary, having caused the proclamations by which it could be enforced to be withdrawn. What happens? The evicted tenants are anxious to return, not even as tenants, but as owners of their late landlords' land. A press cablegram says, in so many words; "There is a strong disposition throughout Ireland to effect a summary expulsion of all landlords and have the tenants assume possession as owners." Has, then, the happy day come when "mine" and "thine" are words without meaning? The answer in the cablegram is that "it is generally believed that some method will be found for the tenants of the farms to take complete possession practically, if not nominally, as owners." And what about the real owners? This story in its entirety happily passes belief; it is too much to ask us to believe that Mr. Gladstone is going to countenance robbery in this naked fashion. Mr. Redmond has a little scheme that would come in a rider to the squatter sovereignty foreshadowed above. He says that unless a stop is put to seizure of the goods of tenants, notably cattle, by the police, "the people will be driven wild." This is the Parnellite view; Mr. O'Brien, speaking for the McCarthyites, chimes in with it. Free land, stolen from the owners, and freedom from seizure of goods for farmer's debt. A nice programme, verily!

Contention over the Imperial load line in its application to Canadian vessels, still goes on. The owners of Canadian vessels complain that it is unfair to compel them to be subject to it, while foreign vessels are exempt. The exemption of foreign vessels arises from the fact that British jurisdiction could not extend to them. The discrimination against Canadian vessels arises out of the national relation, in one case, and the international in the other. There is another ground of conflict which

plays a part. The Imperial load line is established in the interest of human life, and proceeds on the principle that there is something in this world more sacred than the profits of the shipper. Unless this view rests on inadequate premises, unless it is carried too far when translated into practical legislation, assaults upon it will carry with them no human sympathy. But there seems to be a practical way of testing the necessity of the Imperial load line. If, other things being equal, maritime statistics show, after a fair trial of it, that life is thereby made more safe than it is on foreign vessels, the argument in favor of the freedom from restraint of these vessels would cease to be serviceable. Till this is done, the wrangle will go on. The Canadian Government, in taking the ground that the rule of the load line should be applied to all vessels, foreign as well as British, or if not, not to Canadian, seems to demand either an impossibility or that the Imperial Government shall exempt Canada from a restriction which, in the interest of human life, she subjects her own vessels to.

What has been called the Labor Parliament, which recently sat in Toronto, passed a resolution in favor of compulsory arbitration as a means of settling labor disputes. Arbitration has its uses, in connection with labor troubles, but it has also its limitations. A dispute over a subalating agreement may be settled in this way, if both parties agree to arbitrate, as well as in another. But wages cannot be fixed by arbitration, for the very good reason that the price of the produce of labor cannot be fixed in the same way. It is the consumer of the products who ultimately pays for the labor and everything else incidental to the production, and he will not agree to refer to arbitration the amount which he should pay for the goods. If the law made it compulsory on employers to accept arbitration as a means of settling wages disputes, employers might be compelled to pay rates which they could not induce purchasers to pay back; and they would be reduced to the alternative of carrying on business on conditions which would lead to ruin or closing it altogether, which would, in many instances, only be ruin in another form. And when this happens the workmen themselves would suffer along with the employers.

In Europe, wherever cholera had gained a footing, it has declined. In England it did not spread during the week. In New York, after the five deaths occurred, it ceased. In Canada the Federal Government has invested all customs officers with authority to order a medical inspection of passengers on trains coming into the country, as well as vessels coming to maritime ports, and to send for suspected articles by which cholera might be imported. The Ontario Government has provided for the inspection of cars and boats and their contents, and for fumigating if necessary. The Quebec Government has been threatening to quarantine trains from the United States, if the Dominion did not do so. This excess of zeal which threatened to

shape itself into a determination to defy the law, is in strict harmony with the action of the mob at Fire Island, New York, which insisted on preventing cholera suspects from landing, and is remotely akin to the attacks on the doctors in Russia. In two of these instances panic was the father of the acts; whatever it was in the third deserves no respect. In the case of Fire Island, Governor Flower set an example worthy to be followed. With a strong asseveration, he let it be known that he was not in search of votes, but was determined to make the law respected. His conduct is in direct and favorable contrast to that of the authorities of Quebec, who avow their intention, in certain events, to disregard the law and generally to upset the natural order of things. The improved appliances for fighting cholera are now so great that there is every reason why all rational precaution against its introduction and spread should be taken; but this necessity does not justify panic, fussiness, or illegal proceedings. The Federal Government is in the way of doing its full duty in this particular.

Canada is getting some healthy emigrants, who, coming by this route, were booked for the United States. The first batch so received came by the "Mongolian," and numbered about two hundred. They received from the railway company a rebate for the part of the trip which they were unable to take, and purchased new tickets for points in Canada to which they determined to go. The fact disclosed as to the route taken by emigrants emphasizes the false innuendo contained in the common remark, conveyed in a grumble, that so large a proportion of the emigrants who come to Canada leave it again, the innuendo being that they do so after fair trial and sore disappointment. The fact is that they merely took the Canadian route to the United States by preference, finding it the cheapest or the best, or in some way most suitable to them. American statisticians have gone further and counted these people as emigrants from Canada; in this way they have mustered an exodus which has an appalling look, the facts being all imagined or distorted.

No less than seven London clubs, located in the West end, closed their doors in one day. The incident is certainly remarkable; but it is not to be accepted as evidence of a widespread financial crisis or a financial crisis at all outside of minor clubdom. Clubs are spending, not money-making machines, and it is no uncommon thing, when they are extended too far, for them to get into trouble. A few years ago there was scarcely a club in New York that was solvent; only one, it was stated at the time. Captain Saunders, of the Lyric Club of London, has been arrested on some charge connected with the management; his arrest produced a panic and the weaker part of clubdom in the West end succumbed. It would seem as if heavy investors in the Lyric Club have been used as geese to be plucked. If the directors were wealthy, as they are said to be, they would naturally wish to stand from under, when one credi-