

that the bill will be materially altered in form before it passes through Congress, if it passes at all. In the present form, however, it would simply deprive U. S. railways of a large business now handled in transporting goods to and from Canada. Our imports and exports would be compelled to take the more indirect route via St. Johns and Halifax in the winter season. This would be a direct advantage to our railways and seaports in the Maritime provinces, though it would cause some inconvenience and delay to our exporters and importers. In the summer season we have the St. Lawrence route, which affords a short and direct outlet and inlet to the country.

The legislation asked for by the President, concerning the canals is, that Canadian shipping using U. S. canals, be placed on the same footing as is accorded U. S. shipping in Canadian canals. This proposition is a fair one. It is claimed that the Canadian Government discriminates against U. S. shipping in the arrangement of the St. Lawrence canal tolls, and to rectify this it is proposed to place a tax of 20 cents per ton on Canadian vessels using the Sault Ste. Marie canal. The canal question was fully explained in THE COMMERCIAL of August 13th, and further reference now is therefore unnecessary at the present time.

Those who are not intimately acquainted with the political situation in the United States, will be somewhat puzzled to understand this sudden demand for retaliatory measures. The fishery question has not developed any new features so far as Canada is concerned, of an aggressive nature. A temporary arrangement is now in operation, whereby U. S. fishermen are allowed certain privileges in our waters. The customs laws have been relaxed, and no seizures of U. S. fishing vessels have recently taken place. Why retaliation should be at once resorted to it is difficult to conceive, unless for some partizan motive, and herein probably lies the secret of the recent move on the part of the President. The President wishes to throw the responsibility for the rejection of the treaty upon the Republican majority in the senate, who so steadily opposed the measure. Eighteen months ago Congress passed a retaliatory act against this country. This act is still law, though it has not yet been put into operation. The President may claim that he is now compelled to enforce this act, and at the same time throw the responsibility for its en-

forcement upon his Republican opponents, who have defeated his efforts to complete the treaty. At the same time by adopting a somewhat aggressive tone in his message, he may expect to appease the anti-British element who are opposed to any treaty with Britain and Canada. With a presidential election close at hand, it is not unlikely that a desire to make party capital out of the matter, has an important influence upon the recent manoeuvres growing out of the fishery dispute.

The retaliatory legislation now asked for by the President, is mild in comparison with the act passed by Congress in March, 1887. The latter act provides for absolute non-intercourse with Canada, but was so prepared as to throw the responsibility for its enforcement upon the President. This responsibility the President and Administration did not propose to assume, and consequently the act has remained a dead letter. Now, however, that the Republicans have thwarted the efforts at treaty-making, retaliation may be resorted to, whilst the onus will rest upon those who secured the defeat of the treaty.

UNDESIRABLE IMMIGRATION.

Whilst in the United States strict attention is being given to the inspection of immigrants coming into the country, in Canada so far the matter has been neglected. It does not appear that any supervision is given incoming immigrants at all. There certainly should be some close system of inspection of all immigrants landing at our ports, to see that the country is not imposed upon. Canada has perhaps much less reason to complain of the class of immigration which she receives than has the United States. Our immigrants are mostly British subjects, or the better class of those who leave Europe. Socialists, Anarchists, boycotters and dynamiters who flow into the United States along with the semi-civilized masses from Italy, Hungary, Bohemia and other parts of the Old World, seldom find their way into this country. With the large number of these degraded people which the United States receives, it is no wonder that a strong sentiment against immigration is growing in that country, and that an effort is being made to restrict immigration.

So far as Manitoba and the West is concerned, the arrivals of immigrants here have been usually of a desirable class, and it is almost surprising that,

without any system of inspection, so few undesirable persons come into the country. Still there are some who should not be allowed to come into the country. It has lately been reported on good authority, that persons supported by charity at home, have been shipped out to this country, solely with the object of relieving those who had the care of these unfortunate ones from further trouble and expense. It is said that several insane persons have been sent out to Manitoba this summer, with the object as just stated. This is casting a burden upon the country which it has no right to bear, and which should be at once resented. If a proper system of inspection of immigrants were made at the ports of entrance, cases of this nature would be detected, and the undesirable immigrants should be promptly sent back. This is a matter which should be investigated at once, followed by an honest effort to prevent a continuance of the abuse. Though western Canada offers a home for many thousands and millions of industrious and thrifty settlers, yet it would be better that our broad prairies should remain for a time unoccupied, than that the country should be rapidly filled up with the refuse of creation.

CANADIAN ENERGY.

Canadians have no reason to be ashamed of the record of their country in the commercial world. Those few unworthy Canadians who contrast this country unfavorably with the United States, in commercial and general enterprise, simply do not know what they are talking about. If they will take the pains to study trade statistics, they will learn that Canada almost leads the world in commercial enterprise, in proportion to population. The two dials of commercial greatness are railways and shipping. Now what do we find? Canada has more miles of railway per capita than any country in the world, and in shipping she stands second among the countries of the world as to the number of tons per capita. Great Britain only excels Canada in the matter of shipping. In proportion to population, Canada may be said to lead the world in commercial enterprise. Canadians who speak disparagingly of their country, show gross ignorance, and are unworthy to be classed among the citizens of this young, enterprising and vigorous commonwealth.