

the United Kingdom of Great Britain and Ireland and his Majesty's dominions in general, so especially for this Province, and herein more particularly for the Lieutenant-Governor and the House of Assembly, in their legislative capacity at this time assembled, that Thou wouldst be pleased to direct and prosper all their consultations, to the advancement of Thy glory, the safety, honor and welfare of our sovereign and his Province of Ontario, that all things may be so ordered and settled by their endeavors, upon the best and surest foundations, that peace and happiness, truth and justice, religion and piety, may be established among us for all generations."

Prayers are usually said in all legislative assemblies; and the spirit of them should be observed by the people as well as the legislators, at all times. In these eventful times the guidance of the Almighty should be evoked with all fervor and humility.

The contract for the Pacific Ocean steamship service between Vancouver, B.C. and Mexico has been awarded to Mr. Reid of Glasgow, who will receive a subsidy of \$100,000, to which the Canadian and Mexican Governments contribute in equal proportions. The steamships will run monthly between Vancouver and the Mexican ports of Mazatlan, San Blas, Manzanillo, Acapulco, Puerto Angel, Salma Cruz, Tonalá and San Beneto. The service is for five years. It is hoped to inaugurate an Atlantic service to Mexico also. The Dominion Government are willing to vote \$50,000 for the purpose, but the authorities at Mexico have not yet signified their willingness to co-operate.

The report that the United States Steel Corporation is planning the erection of a Canadian steel plant appears to have more basis than many of the publications relating to its movements and policy, says the Iron Trade Review. It is known that the Canadian proposition was carefully investigated eighteen months ago, in view of the manifest advantages in supplying the Canadian trade from a well located plant on the other side of the line. The recent changes in Canadian tariff regulations, plainly aimed at the manufacturers of the United States, have naturally revived interest in the project. No doubt account will be taken in considering the advisability of this step, of the advantage such a plant will afford for the promotion of the export trade with Great Britain and in time with Australia. Whatever comes of Mr. Chamberlain's radical proposals, there is little doubt of the enactment eventually by Great Britain of tariff laws that will bear against the United States and Germany, and favor the products of Canada and the Colonies. An attractive feature of a Canadian plant of the Steel Corporation, which it may be assumed would be so located as to receive Lake Superior ores and Connellsville coal directly from vessels on its docks, would be the possibility of export shipments in unbroken cargoes to British and Continental ports.

It has frequently been argued in these pages that a tariff preference being shown to Great Britain, it would be but fair that Great Britain should show a tariff pref-

erence to Canada. For several years Canada has extended preferential treatment to British goods imported into this country, and in other ways shown her desire to cultivate the closest possible trade relationship with the Mother Country; but these advances have not been recognized nor encouraged by those who have been benefitted by them. Mr. Chamberlain is canvassing the Kingdom in an endeavor to educate the people up to the idea of bringing about some sort of preferential trade within the Empire, but it is a chimera that may never assume a more definite form than at present.

Dealing with reciprocity from a railway standpoint. The Railway World of Philadelphia says:—"Aside from the personality of the candidates, the leading issue in the Presidential campaign is rapidly centering around tariff revision. The sentiment for reciprocity within the Republican ranks has developed surprising strength, especially in Massachusetts, where it may have unexpected consequences. In the west the farmers are still predominantly Republican in sentiment, but a large number of them are fully convinced of the injustice of some of the prices which they have to pay and are certain to impress these convictions upon their representatives. Even in the middle States, the ancient stronghold of protection, a sentiment favoring more liberal trade relations is already discernible. No matter which party is successful in the November election, tariff revision is probable in the near future."

During the year ending June 30, 1904, \$880,549 was paid out in bounties by the Canadian Government on pig iron and steel ingots. This is \$521,255 less than during the preceding year. During the year ending June 30, 1903, bounties on pig iron, puddled iron bars and steel ingots, to the extent of \$1,401,804, were divided as follows: Algoma Steel Co., Limited, \$48,297; Canada Iron Furnace Co., \$87,472; Deseronto Iron Co., \$18,675; Dominion Iron & Steel Co., Limited, \$960,979; Hamilton Steel & Iron Co., Limited, \$148,275; John McDougall & Co., Drummondville, \$5,243; and Nova Scotia Steel & Coal Co., Limited, \$132,860.

The Canadian commercial agent for West Australia, reporting to the Department of Trade and Commerce from Melbourne, says: "Record orders are being forwarded this year from Australia to Canada for agricultural implements and machinery. The principal Canadian manufacturers enjoy an excellent representation here, to which is attributable the splendid and widely increasing business done, while a number of inquiries are going forward to Canada for lines of goods new to this country."

The Halifax Maritime Merchant, speaking of the "dumping clause" of the new Canadian tariff regulation, says:

Last week the customs officials at St. John applied it to an importation of axes which had been ordered since June 8. A consignment of scythes was also subjected to the added duty. As an illustration of how