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THE SITUATION.

Now that the strike of the conductors and brakemen on the Canadian Pacific is happily ended, people can look back with some degree of calmness on the danger which has been overcome. It is not flattering to the civilization of our time to reflect that a vast railway organization like the Canadian Pacific may be brought to a stand, without notice and for any reason, good or bad, which the employes may choose to set up. If strikes cannot be avoided altogether, could not some plan be hit upon that would prevent their taking place without reasonable notice?

Naturally the wild seals of Behring Sea and the Northern Pacific are difficult to fence in, and it is still more difficult to set up substitutes for fences in the ocean. When the world agrees to go a bit farther and try the experiment of exercising rights of property over the wild goose, the form of difficulty now experienced in Behring Sea will be increased. The accounts from Washington inform us that Lord Salisbury persists in his refusal to continue the present form of the *modus vivendi* for another year; but it is added that he proposes some other. The worst that can happen is that the Americans may have to watch over the preservation of the wild seals alone. At the same time, one account states that part of the British fleet in the Pacific has gone to that desolate northern region. If the seals require for their preservation the presence of several war vessels of the two nations, the question must sooner or later arise whether the game is worth the candle.

Toronto and Paris are in a quandary as to what form of electric motion shall be used for street cars. The Trolley system is operative, but it is not satisfactory on some points, including that of safety; its advocates contend that the storage system has not so completely passed the experimental

stage. What may prove to be a decisive experiment with storage batteries is about to be made in the French capital with a car patented by a firm in Lyons. The locomotive with two cars attached weighs twelve tons. A possible maximum speed of twenty-two miles an hour is expected; though the intention is not to exceed seven and a half miles in the city and ten miles outside. Would it not be well for the authorities in Toronto to arrange to get a prompt report of the Paris experiment?

Just at the time when Mr. Mills withdraws his motion which sought to give Canada the power to make treaties with foreign countries, Mr. McCarthy puts on the motion paper a resolution declaring it desirable that Canada should be permanently represented at Washington, by a special officer attached to the British embassy. Both these movements, one backward and the other forward, have something in common. It is right and proper that Canada should substantially have the power of making her own treaties; but it does not follow that she should attempt to do it alone, or that any advantage would be obtained if she were empowered to do so. By a general rule of international law, treaties are made only by independent nations, and all nations great and small are regarded as equals. There is a decided advantage in having our treaties made with the sanction and assistance of British diplomacy. Mr. McCarthy's resolution is a pure invention of his own, for which no human being has asked. It would be a novelty to see a permanent representative of a dependency received by a foreign government; and it is not improbable that an objection to doing so would be started. There would be no little difficulty in getting the right man, even if a willingness to receive him were signified. Mr. McCarthy is not always a safe guide, and in this instance his wisdom is open to doubt.

An official notification to collectors of customs, issued from Ottawa, implies that American pork, "the product of American hogs, slaughtered or cured in bond," is sometimes branded as Canadian. The Commissioner of Customs gives instructions that such branding is not to be permitted. This applies to all pork the product of American hogs. Under a regulation so unlimited, it would seem that the product of American hogs, fattened in Canada, could not be treated as Canadian pork. If the restriction was necessary, there is no reason to repine at its enforcement. In the past, when several countries refused to receive American pork, the reasons for preventing surreptitious branding were even greater than they are at present. Canadian pork has not been subjected to the same objections that American has. Each country can answer for its own productions, and it is not desirable that Canada should, in the particular in question, attempt to do more. European countries, which at times refuse to admit American pork, have a right to be protected against furtive entry; and the duty and the interest of Canada demand that she should not even be an unwilling party to such an abuse.

In these days, when the protection of life and limb on ship-board excites unusual attention, extreme powers are sometimes given to officials charged with preventive functions. To this order belong the powers of the inspectors of vessels and their several ports, passed at Ottawa last session and just brought into force by proclamation. We assume that, being of an unusual character, the delay has been occasioned by awaiting possible objections by the Imperial Government. If the inspector finds any part of a vessel or its equipment unsuitable or unfit for use, he is empowered to seize and sell it; and, besides the cost of renewal, the vessel owner may be fined \$100. An unseaworthy vessel may be detained. Authority of this kind will be required to be used with the utmost skill and caution. It will not be easy to get an inspector with the requisite knowledge of the varied details. But it may be possible to exercise supervision in such a way as to add much to the safety of life and limb on vessels, without the evils which such an inspection might carry with it if improperly exercised. This Act is in response to the demands of labor employed on ship-board for protection in life and limb; such protection, is due to men peculiarly exposed, and has been ungrudgingly given.

European Socialists in France, Spain, and elsewhere, have recently made choice of the dynamite argument. Some of them are threatening emigration to America, where they might be expected to carry on missionary work. They would be the natural allies of Single Tax, and they could help to give effect to his theory. But, just at this time, the United States Government has become convinced that murder by Nihilists is not fair political warfare, and has signified as much by entering into a treaty with the Russians for the surrender of fugitives from justice. Whether the Senate will accept this theory is now one of the problems of which Washington awaits the solution. Anarchic Socialists who emigrate to the United States, need expect no quarter if they ply their vocation in their new home; if they exercised their calling there, they would get short shrift. If the Russian extradition treaty be ratified by the Senate, dynamitard refugees of other nationalities would scarcely feel comfortable in the Republic; they would naturally argue that if the Nihilist dynamiter were taken, his Nationalist brother would not long be left.

For the third time, a bill to prevent the importation of alien labor, under contract, has appeared in the House of Commons, at Ottawa, where it meets with but little support. Canada believing that the American law, on which this bill was founded, was wrong in principle, could not consistently copy it. Besides, the United States has reasons for calling a halt in immigration which Canada has not. Several of their cities contain a majority of foreign born people, and it may be judicious to give time for the imported national elements to be consolidated in the American. The disparity between land