

whether it please these revilers or not, the people whose property their fathers confiscated, and whom they barbarously drove from their homes into the all but unbroken forests of Canada, are here yet, and here to stay; and if all this malignant and insolent talk has no other effect, it certainly will serve to keep alive the memory of their wrongs and their sufferings. The spirit of those men still lives in this country and is not at all likely to die out; but if there was any danger of such an eventuality, the course which is being pursued by an influential section of the political press of the United States is quite sufficient to prevent it.

This all grows out of the fact that certain newspapers in the United States have a great deal to say just now about the "Tory" party in this country: and what we have quoted is only a specimen of a column long article of such stuff. The fact is the *Empire* has made it its mission here upon earth to say and do all its little best to stir up and ferment all the ill and unkind feelings it can against our neighbors. It may think—if it does think—that doing so makes friends for the Conservative Party to which it seems to be allied, and in strengthening a feeling in Canada which will some how or other keep the Yankees from gobbling up this country. The animosities existing at the time of the Revolutionary War are long since buried and forgotten, and the space between 1776 and 1891 is too great to be bridged over for the sake of reviving unpleasant memories. The question of Whigism and Toryism as existing in the United States more than a century ago has no possible bearing upon the political parties of to-day, and the *Empire* will find it difficult to array the United Empire Loyalists of Canada against either Republicans or Democrats of the United States, or against the Government or people of that country, for what transpired when George the Third was King. Why become excited because Yankee newspapers call Canadian Conservatives "Tories"? Why call it "rhetorical garnish," and "cheap tailtwisting" designed to conciliate the Anglophobia element; and why consider it an "insult and injury"? We fail to see how being called a "Tory" by a Yankee is an attempt to meddle with the party politics of this country, as the *Empire* says it is. This sort of thing is not argument—it is not common sense—but it is exceedingly mischievous, or would be if it did not suggest the escape of a lunatic who had found refuge in a newspaper office.

Canadians who love their country, her institutions and her connection with Britain—those who know the derivation and meaning of the word—the term "Tory" is not considered a reproach. Is Lord Salisbury ashamed of being called a "Tory"? In English politics the Conservative party is called the "Tory" party even as what was formerly called the Whig party is now called the Liberal party. Canadian Conservatives need not blush to be called Tories when the destinies of grand old Britain have been for so long directed by Tories. Canadian Conservatives need not become angered because American newspapers call them Tories. The *Empire* is on the wrong track.

"HEADS I WIN—TAILS YOU LOSE."

THE Cleveland, Ohio, *Marine Review* informs us that when the commissioners appointed by the Canadian Government meet in Washington to consider the subject of reciprocal trade relations, it will be found that the American Lake Carriers' Association had presented to the State Department

a statement relative to the tolls on the Welland Canal discriminating against American vessels, ports and citizens. It tells us that the document will urge upon the United States Government to take prompt and energetic measures to secure full rights for American interests under the treaty of May 8, 1871. It quotes Article 27 of that treaty as follows:

The government of Her Britannic Majesty engages to urge upon the government of the Dominion of Canada to secure to the citizens of the United States the use of the Welland, St. Lawrence and other canals of the Dominion on terms of equality with the inhabitants of the Dominion. And the government of the United States engages that the subjects of Her Britannic Majesty shall enjoy the use of the St. Clair Flats canal on terms of equality with the inhabitants of the United States.

These American lake carriers in airing their grievances contend that the Canadian government have violated this article of the treaty by the imposition of tolls and the institution of a system of rebates on the Welland Canal which discriminate against citizens of the United States and in favor of citizens of the Dominion, and that "simple justice to American forwarders and vessel owners requires that on grain bound for Montreal the same tolls should be exacted at the St. Clair Flats Canal that are exacted at the Welland Canal on grain destined for ports of the United States."

The ground upon which this complaint is based is the facts set forth in the recent annual report of the Minister of Railways and Canals, in which it is shown that during 1890 there passed down the Welland Canal to Canadian ports 368,839 tons of freight of which a rebate of nine tenths of the tolls was granted upon 212,080 tons; while during the same season 327,833 tons of freight passed down the same canal to American ports upon which rebate was granted upon only 16,433 tons. But we fail to see any discrimination in this; for the facts show that although rebates of tolls were granted upon cargoes carried to Montreal in Canadian vessels, like rebates were also granted upon cargoes carried to that city in American vessels; and it is also shown that if American cargoes did not receive rebates not going to Montreal, Canadian cargoes fared no better under like circumstances. It is certain there is no toll discrimination whatever against vessels because of their American nationality.

The proposition of the American Lake Carriers' Association for the United States Government to exact the same tolls upon Canadian vessels and cargoes passing through the St. Clair Flats Canal bound for Montreal, as are exacted at the Welland Canal on American vessels and cargoes destined for ports of the United States is scarcely feasible. Will like tolls be exacted at St. Clair on American vessels bound to Montreal? And then this wise association should bear in mind that what it calls the St. Clair Flats Canal is not entirely in American territory, and that Canada has as equal and full right in the navigation of that pass as the United States; for, as has been heretofore shown in these pages, this strait is supposed to be upon the international boundary line; some recent surveys going so far as to show that one end of it is entirely within Canadian territory.

The Lake Carriers' Association's proposition is like that of the cute gambler—heads I win—tails you lose.

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