

was found that it would be more expensive to operate, and Mexico did not agree to an increase of subsidy. For the present, therefore, the experiment will be confined to the service on the Pacific, in which both countries are closely interested. The service will be monthly, touching the open ports at the Canadian end and several of the most important seaboard cities in Mexico. Considerable difficulty is being met with in the arrangement of the details on account of the inferior facilities for loading and discharging at some of these southern ports, but it is expected that when the service is firmly established the Mexican authorities will be moved to make some improvement in this direction.

There is good prospect of trade between the two countries. Mexico has been neglected commercially, but she is now coming to her own, and Canada has the better opportunity to reap the benefits, because Mexico considers the United States in an unfavorable light, while she is inclined to look upon Canada as a country, or part of an empire, favorable to her cause, and, therefore, the more likely for trade relations. Naturally the idea has gained some ground among the Mexicans that the United States plans to eventually annex their country, and take away their national independence, and whether there be any reason for this or not it serves among other things to direct their attention more in the direction of Canada.

In this new market, where many Canadians are already settled and doing business, we will find a demand for some of our most important products. Mexico will buy from Canada coal, pig iron, lumber, furniture, implements, machinery, fruit products, ham and bacon, cheese and butter, salt fish, canned goods, and general merchandise; and in return she will send us raw sugar, mahogany, dye woods, fruit, hides and hemp. There is thus a wide opening for reciprocal trade. Both countries have the goods to offer, and each has a demand for the other's. The operation of the new steamship line will be watched with considerable interest, and if it proves successful an Atlantic service will probably soon follow.

Prospects in the North Pacific

SURVEYING tours in the North Pacific country continue to confirm the belief that in that farther corner of Canada is a territory well worth opening up. Attention has naturally been drawn to that country by the new railway project, in the interests of which some preliminary surveys have already been made. The Pacific end of this project is a very prominent feature in its plans and purposes, for not only is the new trans-continental to furnish increased transportation across the Dominion, but it is to give a new outlet for ocean traffic, and thus to build up Canada's trade on the Pacific. The selection of a terminus is, therefore, a matter of the first importance. It is likely that this will be Port Simpson, near the Skeena River, now a small trading town, possessed of one of the finest natural harbors in the world; but the final decision between this and three or four other ports will depend largely upon the engineering of the road through the Rockies.

The Pacific coast, from Vancouver northward, is one of the scenic show-places of the continent, but its more practical value lies in its great fishery and lumber resources. The fisheries of the north bid fair to outdistance those of the world-famed southern British Columbia waters. For instance, the catch in the Skeena River, close to Port Simpson, was last year nearly twice as large as that of the Fraser, long known as one of the world's finest salmon rivers. With fish in the rivers, lumber in the forests, and possibly hidden wealth in the northern Rockies, there is good material in this Pacific country for industrial development, which will be greatly accelerated by the opening up of a new railway route. But of still greater value to the Dominion as a whole is the ocean traffic via this new northern port. The trade with the Orient is rapidly growing, and Canada has an opportunity to create now a market for the surplus wheat which we shall be growing in a few years' time. The new railway will also divert to Canadian ports a large amount of the export trade between the Orient and Europe, particularly that with Great Britain.