

They want Canada to alter her laws affecting railways; what law we cannot make out from the summary of the report published. The report suggests that, "in view of the friendly relations between Canada and the United States, it may be possible for our [the Washington] government to take such action as will bring about repeal by the Dominion Parliament of the statute referred to, which exempts Canadian roads in respect of American traffic from the regulations and restraints imposed on them by law as to all other traffic." The commissioners think it conceivable that the United States might bring sufficient influence to bear upon the Dominion Parliament to secure the repeal by the latter of all laws and regulations which operate to [what they call] the unjust prejudice of American carriers. They admit, however, that "the difficulties arise mainly from natural causes and commercial conditions, and only to a limited extent from the legislation of Canada." In fact, they first suggest a remedy, and then throw doubts on its efficacy. On the strength of this doubt an alternative proposal is made: "The true remedy," Congress is told, "is to be sought in compelling those foreign roads, through the operation of statutory restraints imposed by Congress, to practically come under the provisions of the Act to regulate commerce by making their compliance with its requirements, to the same extent as our lines, the condition of engaging in international business." And then follows a doubt whether they do not now so comply: "it is charged," they say, "that the Canadian roads do not now regard that Act," so that the commissioners in effect admit that they are themselves groping in the dark. If the so-called Canadian roads be required to observe the Interstate Act, within the limits of the Republic, that would place them on a level with other American roads; but if it be meant, as apparently it is, that the Canadian roads proper, roads within Canadian territory, should be required to observe the conditions or restrictions of an American law, then the suggestion means that the roads be discriminated against, and that compliance with the discrimination should be enforced by a menace to withdraw from the American connections of these roads the right of engaging in the business which they were chartered to perform.

It is obvious, of course, that a withdrawal of rights guaranteed by charter, as suggested, would inaugurate a policy by which Americans, not less than Canadians, would suffer. If the rule were once established and became international—it could hardly remain operative on one side only—at least one Canadian road, operated by Americans, would be affected. And when folly once began to work its will, the wisest man in either country cannot tell where it would stop. The interests are mutual, not diverse, and any injury done to one side of the international line would be felt on the other.

The leading idea of the interstate commissioners is that American railways require to be protected from competition; in other words, that certain American railways shall be bolstered up at the expense of

the producers and consumers of American produce, while other American railways, miscalled Canadian, are punished for the alleged crime of offering their services to the public on too favorable conditions. This is surely in opposition to the decision of the electorate in the recent elections. It is the interest of the American farmer that his produce, the exported surplus of which must take its chance against the world's competition, should be carried at the lowest competing rates; and the interest of the American consumer lies in the same direction. Any country in which free trade ideas prevail would welcome competition in this line, instead of repelling it; and there is a notion prevalent among Americans that the result of the late elections was a decided step in the direction of free trade; but apparently the news has not reached the interstate commissioners.

MARITIME COMMERCE.

SECOND ARTICLE.

Beginning, then, with New Brunswick, which it is hardly necessary to describe as on the Atlantic coast of Canada, Martin writes of the province: "It is one of the most thriving and peaceable of the North American colonies, and the strides which it has made in social wealth and happiness are exceedingly great, and on this account I feel the more grievously the almost total absence of statistical information." The province has an area of 28,000 square miles, and there is yet much fertile land awaiting settlement.

The facts and figures of New Brunswick trade bear witness of a commerce which in its activity and variety is perhaps not exceeded by any other state of equal size in the world. The great staples, of course, in the early days of its trade, were fish and lumber, as will be seen from the statistics which are presented for the information of the reader.

It is with something of the flavor of Horace, the trenchant Cooney remarks that during all this time, though Europe writhed in the agonies of war, we reposed in the arms of peace. The country bordering on the Gulf, and indeed the whole province, has always been slandered by every pamphleteer and scribbler that has written about the colonies. The ignorance of one class has misrepresented it, a second has reviled and caricatured it, and the knavery of a third has endeavored to deprive it of its resources and plunder it of its acquisitions. And the same writer thus gives what may be called the beginning of the timber trade of the province. He writes: "It was in 1814 or 1815 that the timber trade became favorable and profitable both in the province and in Great Britain. The ordinary commerce increased, and ship-building added another branch to the province. A tide of immigration began flowing in, and the population increased. New settlements sprang into existence with western rapidity, and the lumber trade assumed such proportions that in a few years upwards of £1,000,000 sterling became invested in saw mills, wharfs and booms. The trade of the Canadas (then Upper and Lower Canada) also began to

assume a very extensive character, while that of New Brunswick may be said to have commenced. Not only Quebec, but St. Andrew's, and even Miramichi, henceforth became the annual resort of a great number of trading vessels, as well as of large bodies of emigrants. In the pressing exigencies of the British nation did the colonial timber trade originate, and to these exigencies may be ascribed its subsequent progress and extension, as well as our own immediate local importance."

Of the commerce previous to this period up to 1877, he says: "Up to this period there were but few settlers, and not a very large capital was employed. The trade was necessarily limited. It consisted principally of an exportation of salmon and alewives to the Spanish and West India markets, an inconsiderable business in furs, and a trifling barter with such trading vessels as came hither from Halifax and the adjacent ports." Of the timber trade, as far back as 1793, Cooney says that 7,000 tons of timber were prepared for market, 2,800 tons were shipped, and that as low as ten shillings per ton, and not until eight years after it had come to market.

About this time the fur trade, which had been some years declining, now almost totally failed, and of the moose, formerly so plentiful, not one was to be seen. The mast contract also ended this year, and our trade may be said to have settled down into an almost typical miniature of its present character. The same writer also gives the following explanation: He says, "In the absence of official information, owing to the numerous alterations made in the custom house business, I found it impossible to get full returns of this trade, but it certainly seldom exceeded £1,800 to £2,000 a year; that our timber exports were often as low as 3,000, and rarely exceeded 6,000 tons annually, but our fisheries were generally very productive, often varying in the catch or quantity cured for exportation from 3,000 barrels to 5,000 tierces of salmon, and sometimes of alewives from considerably above that amount to double the number. Such may be considered the character and extent of our trade until about the year 1813 or 1814."

Martin gives a list of the arrivals and departures of vessels to and from New Brunswick from the year 1822 to 1894 inclusive. This list shows that during the period mentioned, 22,676 vessels entered the ports of New Brunswick, and the total tonnage was 2,629,637. There were from British ports 27,670 vessels with a tonnage of 2,863,789. The outwards are represented by 21,793 vessels with a tonnage of 2,753,494, and those of foreign ports are represented by 24,307 and 297,673 respectively. There is, also, a list of shipping at the port of St. John for 1832 and 1834 as follows:

	Vessels.	Tonnage.
Inwards	1,708	203,907
Outwards	1,710	212,734

St. Andrew's, the second port of entry in the province, furnishes the following Custom House returns for the year ending January 5th, 1833:

	Vessels.	Tonnage.
Inwards	1,111	75,833
Outwards	1,013	76,466